

NACOmatic

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GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the National Aeronautical Charting Office, FAA, Department of Transportation, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: <http://nfdc.faa.gov/portal/airportchanges.do>

FAA, Aeronautical Information Services, ATO-R, Rm. 626
800 Independence Ave., SW
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NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the "cut-off" dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information	Airspace Information*
17 Dec 09	4 Nov 09	15 Oct 09
11 Feb 10	30 Dec 09	10 Dec 09
8 Apr 10	24 Feb 10	4 Feb 10
3 Jun 10	21 Apr 10	1 Apr 10
29 Jul 10	16 Jun 10	27 May 10
23 Sep 10	11 Aug 10	22 Jul 10

*Including changes to preferred routes and graphic depictions on charts.

FOR CHARTING ERRORS CONTACT:

FAA, National Aeronautical Charting Office, ATO-W
SSMC-4 Sta. #2335
1305 East West Highway
Silver Spring, MD 20910-3281
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Email 9-AMC-Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our web site at www.naco.faa.gov.

See the FAQs prior to contact via toll free number.

FOR PROCUREMENT CONTACT:

FAA, National Aeronautical Charting Office
Distribution Division, ATO-W
10201 Good Luck Road
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Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.

GENERAL INFORMATION

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GENERAL INFORMATION**ABBREVIATIONS**

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—"req" may mean "request", "requesting", "requested", or "requests").

AAF	Army Air Field	byd	beyond
AB	Airbase	C	Commercial Circuit (Telephone)
abv	above	CGAF	Coast Guard Air Facility
ACC	Air Combat Command; Area Control Center	CGAS	Coast Guard Air Station
acft	aircraft	CIV	Civil
ADCC	Air Defense Control Center	cld	closed
AER	approach end rwy	comd	command
AFB	Air Force Base	CONUS	Continental United States
AFHP	Air Force Heliport	CSTMS	Customs
afld	airfield	ctc	contact
AFOD	US Army Flight Operations Detachment	ctl	control
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	daigt	daylight
AFSS	Automated Flight Service Station	Dec	December
AG	Agriculture	DIAP	DoD Instrument Approach Procedure
A-GEAR	Arresting Gear	DoD	Department of Defense
AGL	above ground level	DSN	Defense Switching Network (Telephone)
AHP	Army heliport	dsplcd	displaced
ALS	Approach Light System	durn	duration
alt	altitude	eff	effective
AMC	Air Mobility Command	emerg	emergency
ANGS	Air National Guard Station	EOR	End of Runway
apch	approach	ETA	Estimated Time of Arrival
Apr	April	ETD	Estimated Time of Departure
APU	Auxiliary Power Unit	exc	except
ARB	Air Reserve Base	extd	extend
arpt	airport	FBO	fixed-base operator
ARS	Air Reserve Station	Feb	February
AS	Air Station	fld	field
ASDE-X	Airport Surface Detection Equipment—Model X	FLIP	Flight Information Publication
ASU	Aircraft Starting Unit	flt	flight
ATC	Air Traffic Control	flw	follow
Aug	August	Fri	Friday
AUW	All Up Weight (gross weight)	FSS	Flight Service Station
avbl	available	GA	glide angle
bcn	beacon	GCA	Ground Controlled Approach
blo	below	GS	glide slope
		haz	hazard
		HQ	Headquarters

CONTINUED ON NEXT PAGE

GENERAL INFORMATION

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CONTINUED FROM PRECEDING PAGE

hr	hour	npi	non precision instrument
IAP	Instrument Approach Procedure	NS ABMTT	Noise Abatement
ICAO	International Civil Aviation Organization	NSTD	nonstandard
IFR	Instrument Flight Rules	ntc	notice
ILS	Instrument Landing System	obsn	observation
IM	Inner Marker	Oct	October
IMG	Immigration	OLF	Outlying Field
incr	increase	opr	operate, operator, operational
indef	indefinite	ops	operations
ints	intensity	OTS	out of service
invof	in the vicinity of	ovrn	overrun
IMC	Instrument Meteorological Conditions	PAEW	personnel and equipment working
Jan	January	pat	pattern
JASU	Jet Aircraft Starting Unit	p-line	power line
JOAP	Joint Oil Analysis Program	PMSV	Pilot-to-Metro Service
JOSAC	Joint Operational Support Airlift Center	POL	Petrol, Oils and Lubricants
JRB	Joint Reserve Base	PPR	prior permission required
Jul	July	PRM	Precision Runway Monitoring
Jun	June	PTD	Pilot to Dispatcher
Kt	Knots	RAMCC	Regional Air Movement Control Center
LAA	Local Airport Advisory	req	request
LAHSO	Land and Hold Short Operations	rgt tfc	right traffic
Ibs	pounds	RON	Remain Overnight
ldg	landing	rqr	require
lgtd	lighted	rstd	restricted
lgts	lights	RSRS	reduced same runway separation
LMM	Compass locator at Middle Marker ILS	rwv	runway
LOC	Localizer	Sat	Saturday
LOM	Compass locator at Outer Marker ILS	SELF	Strategic Expeditionary Landing Field
ltd	limited	Sep	September
MACC	Military Area Control Center	SFA	Single Frequency Approach
Mar	March	sfc	surface
MCAF	Marine Corps Air Facility	SFRA	Special Flight Rules Area
MCALF	Marine Corps Auxiliary Landing Field	SOAP	Spectrometric Oil Analysis Program
MCAS	Marine Corps Air Station	SOF	Supervisor of Flying
MCB	Marine Corps Base	SPB	Seaplane Base
med	medium	SR	sunrise
METRO	Pilot-to-Metro voice call	SS	sunset
Mil	military	std	standard
min	minute	Sun	Sunday
MLS	Microwave Landing System	svc	service
MM	Middle Marker of ILS	tfc	traffic
Mon	Monday	thd	threshold
MP	Maintenance Period	Thu	Thursday
MSL	mean sea level	tkf	take-off
MSAW	minimum safe altitude warning	tmpry	temporary
NAAS	Naval Auxiliary Air Station	tran	transient
NADC	Naval Air Development Center	Tue	Tuesday
NADEP	Naval Air Depot	twr	tower
NAEC	Naval Air Engineering Center	twy	taxiway
NAES	Naval Air Engineering Station	UC	Under Construction
NAF	Naval Air Facility	USA	United States Army
NALCO	Naval Air Logistics Control Office	USAF	United States Air Force
NALO	Navy Air Logistics Office	USCG	United States Coast Guard
NALF	Naval Auxiliary Landing Field	USN	United States Navy
NAS	Naval Air Station	V	Defense Switching Network (telephone, formerly AUTOVON)
NAWC	Naval Air Warfare Center	VFR	Visual Flight Rules
NAWS	Naval Air Weapons Station	VIP	Very Important Person
ngt	night	VMC	Visual Meteorological Conditions
NOLF	Naval Outlying Field	Wed	Wednesday
Nov	November	wx	weather

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SKETCH LEGEND

RUNWAYS/LANDING AREAS

Hard Surfaced	
Metal Surface	
Sod, Gravel, etc.	
Light Plane,	
Ski Landing Area or Water	
Under Construction	
Closed	
Helicopter Landings Area	
Displaced Threshold	
Taxiway, Apron and Stopways ..	

RADIO AIDS TO NAVIGATION

VORTAC	
VOR/DME	
TACAN	
NDB	
NDB/DME	

MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon	
Wind Cone	
Landing Tee	
Tetrahedron	
Control Tower	

MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings	
Power Lines	
Fence	
Towers	
Tanks	
Oil Well	
Smoke Stack	
Obstruction	
Controlling Obstruction	
Trees	
Populated Places	
Cuts and Fills	
Cliffs and Depressions	
Ditch	
Hill	

APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. Negative symbology, e.g., indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting	
Approach Lighting System ALSF-2 ..	
Approach Lighting System ALSF-1 ..	
Short Approach Lighting System SALS/SALSF	
Simplified Short Approach Lighting System (SSALR) with RAIL	
Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF)	
Medium Intensity Approach Lighting System (MALS) and RAIL	
Omnidirectional Approach Lighting System (ODALS)	
Navy Parallel Row and Cross Bar	
Air Force Overrun	
Visual Approach Slope Indicator with Standard Threshold Clearance provided	
Pulsating Visual Approach Slope Indicator (PVASI)	
Visual Approach Slope Indicator with a threshold crossing height to accomodate long bodied or jumbo aircraft	
Tri-color Visual Approach Slope Indicator (TRCV)	
Approach Path Alignment Panel (APAP)	
Precision Approach Path Indicator (PAPI)	

LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

(1) CITY/AIRPORT NAME

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

(2) ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

(3) LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

(4) OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers
CG	US Coast Guard	PVT	Use by Transient Military Aircraft
CIV/MIL	Joint Use Civil/Military		Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

(5) AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

(6) TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

(7) GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

(8) CHARTS

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be depicted as GOMW and GOMC.

(9) INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5-4-5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

(10) AIRPORT SKETCH

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

(11) ELEVATION

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00". When elevation is below sea level a minus "--" sign will precede the figure.

(12) ROTATING LIGHT BEACON

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

(13) SERVICING—CIVIL

- | | | | |
|-----|--|-----|--|
| S1: | Minor airframe repairs. | S5: | Major airframe repairs. |
| S2: | Minor airframe and minor powerplant repairs. | S6: | Minor airframe and major powerplant repairs. |
| S3: | Major airframe and minor powerplant repairs. | S7: | Major powerplant repairs. |
| S4: | Major airframe and major powerplant repairs. | S8: | Minor powerplant repairs. |

(14) FUEL

CODE	FUEL	CODE	FUEL
80	Grade 80 gasoline (Red)	B+	Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C.
100	Grade 100 gasoline (Green)	J4 (JP4)	(JP-4 military specification) FP** minus 58° C.
100LL	100LL gasoline (low lead) (Blue)	J5 (JP5)	(JP-5 military specification) Kerosene with FS-11, FP** minus 46°C.
115	Grade 115 gasoline (115/145 military specification) (Purple)	J8 (JP8)	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C.
A	Jet A, Kerosene, without FS-II*, FP** minus 40° C.	J8+100	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C, with fuel additive package that improves thermo stability characteristics of JP-8.
A+	Jet A, Kerosene, with FS-II*, FP** minus 40°C.	J	(Jet Fuel Type Unknown)
A1	Jet A-1, Kerosene, without FS-II*, FP** minus 47°C.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1+	Jet A-1, Kerosene with FS-II*, FP** minus 47° C.		
B	Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50° C.		

*(Fuel System Icing Inhibitor)

**(Freeze Point)

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

(15) OXYGEN—CIVIL

- | | | | |
|------|---------------|------|-----------------------------------|
| OX 1 | High Pressure | OX 3 | High Pressure—Replacement Bottles |
| OX 2 | Low Pressure | OX 4 | Low Pressure—Replacement Bottles |

(16) TRAFFIC PATTERN ALTITUDE

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

DIRECTORY LEGEND

(17) AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)	407-975-1740
Southeast Sector (Atlantic States—DC, WV, VA to FL)	407-975-1780
Central Sector (Interior of the US, including Gulf states—MS, AL, LA)	407-975-1760
Southwest East Sector (OK and eastern TX)	407-975-1840
Southwest West Sector (Western TX, NM and AZ)	407-975-1820
Pacific Sector (WA, OR, CA, HI and AK)	407-975-1800

(18) CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

14 CFR—PART 139 CERTIFICATED AIRPORTS INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Airport Index	Required No. Vehicles	Aircraft Length	Scheduled Departures	Agent + Water for Foam
A	1	<90'	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H ₂ O
B	1 or 2	≥90', <126' ----- ≥126', <159'	≥5 ----- <5	Index A + 1500 gal H ₂ O
C	2 or 3	≥126', <159' ----- ≥159', <200'	≥5 ----- <5	Index A + 3000 gal H ₂ O
D	3	≥159', <200' ----- >200'	----- <5	Index A + 4000 gal H ₂ O
E	3	≥200'	≥5	Index A + 6000 gal H ₂ O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H₂O—Water; DC—Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

(19) NOTAM SERVICE

All public use landing areas are provided NOTAM "D" (distant dissemination) and NOTAM "L" (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. "NOTAM FILE IAD". See AIM, Basic Flight Information and

ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) www.notams.jcs.mil.

⑳ FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

㉑ RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designated as overruns.

RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat	(GRVL)—Gravel, or cinders	(PSP)—Pierced steel plank
(ASPH)—Asphalt	(MATS)—Pierced steel planking,	(RFSC)—Rubberized friction seal coat
(CONC)—Concrete	landing mats, membranes	(TURF)—Turf
(DIRT)—Dirt	(PEM)—Part concrete, part asphalt	(TRTD)—Treated
(GRVD)—Grooved	(PFC)—Porous friction courses	(WC)—Wire combed

RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (B71900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340-600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

- AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.
- SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).
- PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

- (1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
- (2) The type of pavement:
R — Rigid
F — Flexible
- (3) The pavement subgrade category:
A — High
B — Medium
C — Low
D — Ultra-low
- (4) The maximum tire pressure authorized for the pavement:
W — High, no limit
X — Medium, limited to 217 psi
Y — Low, limited to 145 psi
Z — Very low, limited to 73 psi
- (5) Pavement evaluation method:
T — Technical evaluation
U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

- NSTD—Light system fails to meet FAA standards.
- LIRL—Low Intensity Runway Lights.
- MIRL—Medium Intensity Runway Lights.
- HIRL—High Intensity Runway Lights.
- RAIL—Runway Alignment Indicator Lights.
- REIL—Runway End Identifier Lights.
- CL—Centerline Lights.
- TDZL—Touchdown Zone Lights.
- ODALS—Omni Directional Approach Lighting System.
- AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.
- LDIN—Lead-In Lighting System.
- MALS—Medium Intensity Approach Lighting System.
- MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
- MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
- SALS—Short Approach Lighting System.
- SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
- SSALS—Simplified Short Approach Lighting System.
- SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
- SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
- ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
- ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
- ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
- SF—Sequenced Flashing Lights.
- OLS—Optical Landing System.
- WAVE-OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

DIRECTORY LEGEND

11

VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL APAP on left side of runway

PNIR APAP on right side of runway

PAPI—Precision Approach Path Indicator

P2L 2-identical light units placed on left side of runway

P4L 4-identical light units placed on left side of runway

P2R 2-identical light units placed on right side of runway

P4R 4-identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL PVASI on left side of runway

PSIR PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway

S2R 2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL TRCV on left side of runway

TRIR TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L 2-box VASI on left side of runway

V6L 6-box VASI on left side of runway

V2R 2-box VASI on right side of runway

V6R 6-box VASI on right side of runway

V4L 4-box VASI on left side of runway

V12 12-box VASI on both sides of runway

V4R 4-box VASI on right side of runway

V16 16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

PILOT CONTROL OF AIRPORT LIGHTING

Key Mike

Function

7 times within 5 seconds

Highest intensity available

5 times within 5 seconds

Medium or lower intensity
(Lower REIL or REIL-Off)

3 times within 5 seconds

Lowest intensity available
(Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALS Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, "Basic Flight Information and ATC Procedures," for detailed description of pilot control of airport lighting.

RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

(22) ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a-gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A-Gear which has a bi-direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A-Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

BI-DIRECTIONAL CABLE (B)

<u>TYPE</u>	<u>DESCRIPTION</u>
BAK-9	Rotary friction brake.
BAK-12A	Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK-12B	Extended BAK-12 with 1200 foot run, 1½ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK-14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)

UNI-DIRECTIONAL CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>
MB60	Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5-1/E5-3	Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100 HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service.

FOREIGN CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>	<u>US EQUIVALENT</u>
44B-3H	Rotary Hydraulic (Water Brake)	
CHAG	Chain	E-5

UNI-DIRECTIONAL BARRIER

<u>TYPE</u>	<u>DESCRIPTION</u>
MA-1A	Web barrier between stanchions attached to a chain energy absorber.
BAK-15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

<u>TYPE</u>	<u>DESCRIPTION</u>
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

(23) MILITARY SERVICE

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

(24) JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.)

ELECTRICAL STARTING UNITS:

A/M32A-86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC-1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD-3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

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MD-4	AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp. "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire
AIR STARTING UNITS	
AM32-95	150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
AM32A-95	150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)
LASS	150 +/- 5 lb/min @ 49 +/- 2 psia
MA-1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC-1	15 cfm, 3500 psia
MC-1A	15 cfm, 3500 psia
MC-2A	15 cfm, 200 psia
MC-11	8,000 cu in cap, 4000 psig, 15 cfm
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
AGPU	AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level
AM32A-60*	AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw
AM32A-60A	AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
AM32A-60B*	AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.	
USN JASU	
ELECTRICAL STARTING UNITS:	
NC-8A/A1	DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
NC-10A/A1/B/C	DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.
AIR STARTING UNITS:	
GTC-85/GTE-85	120 lbs/min @ 45 psi.
MSU-200NAV/A/U47A-5	204 lbs/min @ 56 psia.
WELLS AIR START SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
NCPP-105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.
JASU (ARMY) 59B2-1B	28v, 7.5 kw, 280 amp.
OTHER JASU	
ELECTRICAL STARTING UNITS (DND):	
CE12	AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13	AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14	AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
CE15	DC 22-35v, 500 amp continuous 1100 amp intermittent
CE16	DC 22-35v, 500 amp continuous 1100 amp intermittent soft start
AIR STARTING UNITS (DND):	
CA2	ASA 45.5 psig, 116.4 lb/min
COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)	
CEA1	AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp AIR 112.5 lb/min, 47 psig
ELECTRICAL STARTING UNITS (OTHER)	
C-26	28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire
C-26-B, C-26-C	28v 45kw; Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire
E3	DC 28v/10kw
AIR STARTING UNITS (OTHER):	
A4	40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
MA-1	150 Air HP, 115 lb/min 50 psia
MA-2	250 Air HP, 150 lb/min 75 psia
CARTRIDGE:	
MXU-4A	USAF

(25) FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at www.desc.dla.mil/Static/ProductsAndServices.asp; click on the Commercial Airports button.

See legend item 14 for fuel code and description.

(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY**CODE**

ADI	Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De-Ice	Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).

OXYGEN:

LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
OXRB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)

OX Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN:

LPNIT	— Low pressure nitrogen servicing.
HPNIT	— High pressure nitrogen servicing.
LHNIT	— Low and high pressure nitrogen servicing.

(27) OIL—MILITARY

US AVIATION OILS (MIL SPECS):

CODE

CODE	GRADE, TYPE
O-113	1065, Reciprocating Engine Oil (MIL-L-6082)
O-117	1100, Reciprocating Engine Oil (MIL-L-6082)
O-117+	1100, O-117 plus cyclohexanone (MIL-L-6082)
O-123	1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
O-128	1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
O-132	1005, Jet Engine Oil (MIL-L-6081)
O-133	1010, Jet Engine Oil (MIL-L-6081)
O-147	None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic
O-148	None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil
O-149	None, Aircraft Turbine Engine Synthetic, 7.5c St
O-155	None, MIL-L-6086C, Aircraft, Medium Grade
O-156	None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

(29) AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

(30) MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on aboard are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

(31) WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only).

AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION

LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.

SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

(32) COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on apt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies-Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
- b. 122.2 is assigned as a common enroute frequency.
- c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- d. 122.1 is the primary receive-only frequency at VOR's.
- e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

TERMINAL SERVICES

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non-government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol  indicates radar approach control.

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the

VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol (R) indicates radar departure control.

CLNC DEL—Clearance Delivery.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as "Wx obsn sv 1900-0000Z+" or "other times" may be used when no specific time is given. PMSV facilities manned by forecasters are considered "Full Service". PMSV facilities manned by weather observers are listed as "Limited Service".

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter "X" indicate frequency available on request.

(33) AIRSPACE

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times. Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

AIRSPACE: CLASS C svc "times" ctc APP CON other times CLASS E:

or

AIRSPACE: CLASS D svc "times" other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700' or 1200' AGL. This will be formatted as:

AIRSPACE: CLASS C svc "times" ctc APP CON other times CLASS G, with CLASS E 700' (or 1200') AGL & abv:

or

AIRSPACE: CLASS D svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv:

or

AIRSPACE: CLASS E svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv.

NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.

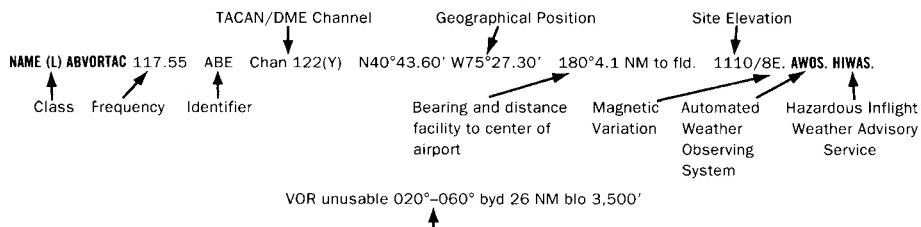
Class E 700' AGL (shown as magenta vignette on sectional charts) and 1200' AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700'/1200' AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

(34) RADIO AIDS TO NAVIGATION

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical Charting Office Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANS. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as "NOTAM FILE IAD" and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDS.

NAVAID information is tabulated as indicated in the following sample:



Restriction within the normal altitude/range of the navigational aid (See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the "Y" mode to receive distance information.

HIWAS—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's and will be implemented throughout the conterminous U.S.

ASR/PAR—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part-time hours of operation will be shown.

RADIO CLASS DESIGNATIONS**VOR/DME/TACAN Standard Service Volume (SSV) Classifications**

<u>SSV Class</u>	<u>Altitudes</u>	<u>Distance (NM)</u>
(T) Terminal	1000' to 12,000'	25
(L) Low Altitude	1000' to 18,000'	40
(H) High Altitude	1000' to 14,500' 14,500' to 18,000' 18,000' to 45,000' 45,000' to 60,000'	40 100 130 100

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

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The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB	Automatic Weather Broadcast.
DF	Direction Finding Service.
DME	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y)	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME.
GS	Glide slope.
H	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB	Non-directional radio beacons providing automatic transcribed weather service.
ILS	Instrument Landing System (voice, where available, on localizer channel).
IM	Inner marker.
ISMLS	Interim Standard Microwave Landing System.
LDA	Localizer Directional Aid.
LMM	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS	Microwave Landing System.
MM	Middle marker.
OM	Outer marker.
S	Simultaneous range homing signal and/or voice.
SABH	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF	Simplified Direction Facility.
TACAN	UHF navigational facility-omnidirectional course and distance information.
VOR	VHF navigational facility-omnidirectional course only.
VOR/DME	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC	Collocated VOR and TACAN navigational facilities.
W	Without voice on radio facility frequency.
Z	VHF station location marker at a LF radio facility.

DIRECTORY LEGEND**ILS FACILITY PERFORMANCE CLASSIFICATION CODES**

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance
Classification Code

FREQUENCY PAIRING PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

(35) COMM/NAV/WEATHER REMARKS:

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

ABILENE MUNI (K78) 1 SW UTC-6(-5DT) N38°54.24' W97°14.15'
 1152 B S4 FUEL 100LL, JET A NOTAM FILE ICT
 RWY 17-35: H4100X75 (ASPH) S-13, D-16 MIRL
 RWY 17: REIL, PAPI(P2L), Trees. RWY 35: REIL, PAPI(P2L),
 Road.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z‡. For fuel when
 apt is unattended call 785-479-2171. Fuel avbl 24 hrs by credit
 card. For MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy
 17 and Rwy 35, ops dusk-0400Z‡, after 0400Z‡
 ACTIVATE—CTAF.

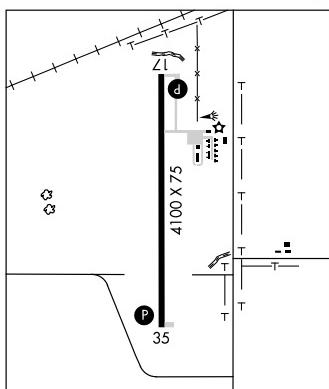
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'
 W97°37.28' 087° 18.1 NM to fld. 1315/7E. HIWAS.

WICHITA
 L-10I
 IAP



ALFRED SCHROEDER FLD (See HILLSBORO)

ALLEN CO (See IOLA)

AMELIA EARHART (See ATCHISON)

ANTHONY N37°09.53' W098°10.24' NOTAM FILE ICT.
 (L)VORTAC 112.9 ANY Chan 76 083° 4.4 NM to Anthony Muni 1390/7E.
 RCO 122.1R 112.9(T) (WICHITA RADIO)

WICHITA
 H-6H, L-15D

ANTHONY

ANTHONY MUNI (ANY) 3 NW UTC-6(-5DT) N37°09.51' W98°04.78'

1340 B FUEL 100LL NOTAM FILE ICT
 RWY 17-35: H3598X70 (ASPH) MIRL
 RWY 17: PAPI(P2L)—GA 3.0° TCH 44'. P-line.
 RWY 35: PAPI(P2L)—GA 3.0° TCH 42'. Antenna.
 RWY 10-28: 2200X150 (TURF) 0.3% up SE
 RWY 10: Trees. RWY 28: Road.

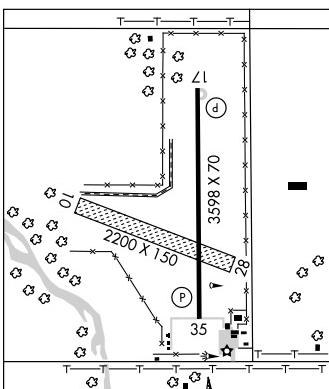
AIRPORT REMARKS: Unattended. For fuel call 911. Rwy 10-28 soft after
 rain. Rwy 10-28 mowed 300' wide. Rwy 17 PAPI OTS indef. NOTE:
 See Special Notices—Model Rocket Activity.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.9T (WICHITA RADIO)
 KANSAS CITY CENTER APP/DEP CON 118.35

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
 (L)VORTAC 112.9 ANY Chan 76 N37°09.53' W98°10.24'
 083° 4.4 NM to fld. 1390/7E.

WICHITA
 L-15D
 IAP



WILCOX FLD (7K6) 5 SE UTC-6(-5DT) N37°05.00' W97°57.85'

WICHITA

1263 S1 NOTAM FILE ICT

RWY 18-36: 2100X80 (TURF)

Rwy 18: Tree. **RWY 36:** Trees.

BALLOON I: 1400X1600 (TURF)

AIRPORT REMARKS: Unattended. Propane and helium gas avbl, call arpt manager 620-842-3367. Major airframe repairs avbl. Farm animals occasionally graze on Rwy 18-36 and on B1. Rwy 18-36 rough surface. Rwy B1 trees E and S, p-line W. Rwy B1 rough cultivated fld. 6 balloons based on arpt. Balloon mooring avbl.

COMMUNICATIONS: CTAF 122.9

ARGONIA MUNI (2K8) 1 NE UTC-6(-5DT) N37°16.52' W97°45.53'

WICHITA

1275 NOTAM FILE ICT

RWY 17-35: 3200X60 (TURF)

Rwy 35: Building.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

ASHLAND

HAROLD KRIER FLD (K58) 1 S UTC-6(-5DT) N37°10.00' W99°46.51'

WICHITA

1951 B FUEL 100LL NOTAM FILE ICT

RWY 14-32: 3135X300 (TURF) LIRL (NSTD)

Rwy 14: Fence. Rgt tfc. **RWY 32:** Road.

RWY 02-20: 3125X300 (TURF)

Rwy 02: Fence. **RWY 20:** Road.

AIRPORT REMARKS: Unattended. PPR for fuel call 620-635-2200. Rwy 02-20 marked with orange and white panels and orange skirts. Rwy 14-32 marked with lgts and panels. Rwy 02-20 lgts OTS indef. Rwy 14-32 NSTD LIRL lgts located on outer edge of rwy. NOTE: See Special Notices Section—Aerobic Practic Areas.

COMMUNICATIONS: CTAF 122.9

ATCHISON

AMELIA EARHART (K59) 2 W UTC-6(-5DT) N39°34.23' W95°10.82'

KANSAS CITY

L-10J

IAP

1073 B S4 FUEL 100LL, MOGAS OX 3 NOTAM FILE ICT

RWY 16-34: H3000X48 (ASPH) S-17 LIRL (NSTD) 1.1% up S

Rwy 16: Tree. **RWY 34:** Thld dsplcd 202'. Tree.

AIRPORT REMARKS: Attended May–Sep 1400Z–dusk, Oct–Apr

1400–2300Z‡. Parachute Jumping. Glider ops from grass west side of rwy. NSTD LIRL has no rwy end lights at departure end Rwy 16. Some edge lgts OTS indef. Trees both sides Rwy 16, first 500 ft. ACTIVATE LIRL Rwy 16–34—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.675 (913) 367–1449.

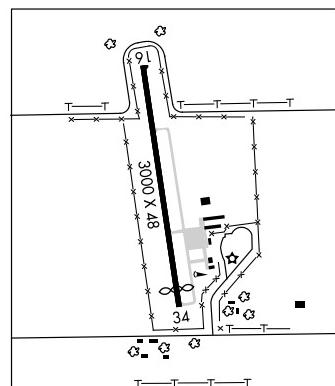
COMMUNICATIONS: CTAF/UNICOM 122.8

(R) ST JOSEPH APP/DEP CON 120.35 (Mon–Sat 1400–0000Z‡), Sun 1800–0000Z‡ CLNC DEL 118.1

(R) KANSAS CITY APP/DEP CON 124.7 (Mon–Sat 0000–1400Z‡), Sun 0000–1800Z‡

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64' W94°55.51' 199° 26.2 NM to fld. 1160/8E.



ATKINSON MUNI (See PITTSBURG)

ATWOOD-RAWLINS CO CITY-CO

(ADT) 2 N UTC-6(-5DT) N39°50.40' W101°02.55'

2991 B FUEL 100LL NOTAM FILE ICT

RWY 16-34: H4999X75 (ASPH) S-12.5, D-12.5 MIRL 1.3% up NW

RWY 34: Tree.

RWY 17-35: 2442X75 (TURF)

RWY 03-21: 2400X100 (TURF)

RWY 03: P-line.

AIRPORT REMARKS: Unattended. 24 hr self svc fuel. Rwy 03-21 acute difference in sfc elevation at intersection with Rwy 16-34.

ACTIVATE MIRL Rwy 16-34—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (785) 626-3572.**COMMUNICATIONS:** CTAF/UNICOM 122.7

DENVER CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24'

W100°55.42' 177° 37.2 NM to fld. 3010/11E.

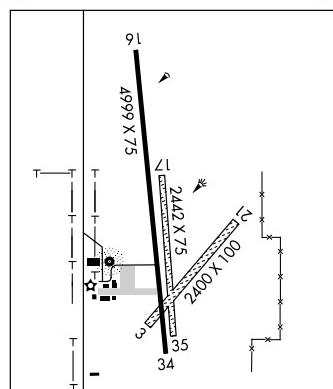
NDB (MHW) 365 ADT N39°50.32' W101°02.70' at fld.

NOTAM FILE ICT.

WICHITA

H-5B, L-10G

IAP

**AUGUSTA MUNI**

(3AU) 5 W UTC-6(-5DT) N37°40.30' W97°04.67'

1328 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE ICT

RWY 18-36: H4199X60 (ASPH) S-12 MIRL 0.5% up N

RWY 18: REIL, PAPI(P4L), Bldg.

RWY 36: REIL, VASI(V2L)—GA 3.0° TCH 43'. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0400Z‡. For svc after hrs call 316-733-1326. PAEW mowing summer months. ACTIVATE MIRL

Rwy 18-36, REIL Rwy 18 and Rwy 36, VASI Rwy 36, PAPI Rwy 18—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ WICHITA APP/DEP CON 134.8

WICHITA CLNC DEL 125.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

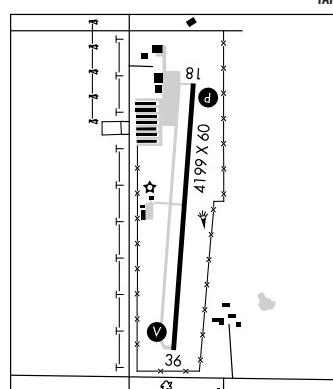
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 093° 24.5 NM to fld. 1471/7E. HIWAS.

WICHITA

L-10I, 15D

IAP

**BABSY**

N38°15.10' W98°51.35' NOTAM FILE GBD.

NDB (LOM) 419 GB 350° 5.5 NM to Great Bend Muni.

WICHITA

BALDWIN CITY**VINLAND VALLEY AERODROME**

(K64) 3 N UTC-6(-5DT) N38°50.25' W95°10.93'

KANSAS CITY

890 FUEL 100LL NOTAM FILE ICT

RWY 16-34: 3030X80 (TURF-GRVL) LIRL (NSTD)

RWY 16: Tree.

RWY 34: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z‡. Parachute Jumping. Rwy 16-34 NSTD LIRL, first 1,028' S end not lgtd. +61 trees 630' from AER 34, 250' left. ACTIVATE LIRL Rwy 16-34—CTAF.**COMMUNICATIONS:** CTAF 122.9**BEAR CREEK**

N37°38.14' W101°44.08' NOTAM FILE ICT.

NDB (MHW) 341 JHN 168° 3.2 NM to Stanton Co Muni.

WICHITA

L-10G, 15B

BEECH FACTORY

(See WICHITA)

BELLEVILLE MUNI (RPB) 1 W UTC-6(-5DT) N39°49.07' W97°39.58'

WICHITA

1537 B FUEL 100LL NOTAM FILE ICT

L-10I

RWY 18-36: H3500X60 (ASPH) S-12.5, D-18 MIRL 0.4 % up S

IAP

RWY 18: PAPI(P2L)—GA 3.0° TCH 41'. Railroad.

RWY 36: PAPI(P2L)—GA 3.0° TCH 41'. Tree.

RWY 14-32: 1415X100 (TURF)

RWY 14: Tree. **RWY 32:** Trees.

AIRPORT REMARKS: Unattended. For fuel or transportation (avbl 24 hours) ctc police dispatcher on 785-527-5657. Occasional ultralight activity on and in vicinity of apt. Rwy 14-32 rough in spots and some small rodent holes. Rwy 14 approach delineated by yellow painted cones. Rwy 32 approach delineated by orange painted markers.

COMMUNICATIONS: CTAF/UNICOM 122.8

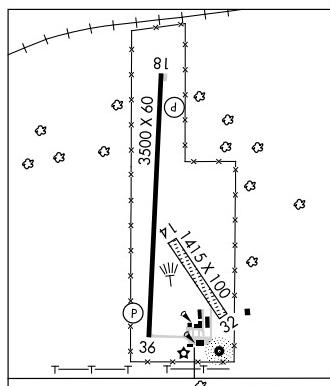
MANKATO RCO 122.1R 109.8T (WICHITA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 078° 27.8 NM to fld. 1880/10E.

REPUBLICAN NDB (MHW) 414 RPB N39°48.79' W97°39.50' at fld.



BELoit

MORITZ MEM (K61) 1 NW UTC-6(-5DT) N39°28.27' W98°07.73'

WICHITA

L-10H

IAP

1416 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H3610X60 (CONC) S-30, D-30 MIRL

RWY 17: VASI(V2L)—GA 3.25° TCH 26'. Antenna.

RWY 35: VASI(V2L)—GA 3.25° TCH 31'. Trees.

RWY 04-22: 2381X110 (TURF)

RWY 04: Tree. **RWY 22:** Trees.

RWY 08-26: 1650X90 (TURF) 0.4% up E

RWY 26: Tower

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z#. For fuel after hrs call 785-738-7437. Credit card fueling is avbl 24 hrs. Jet A avbl 24 hrs with credit card. Rwy 04-22 and Rwy 08-26 marked with red and white painted 'L' markers at each end with additional reflector raised panels. Radio controlled aircraft operations on and invof apt weekends and holidays. Rwy 17 and Rwy 35 VASI OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.225 (785) 534-1141.

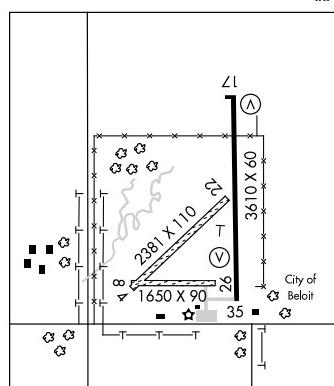
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 153° 21.0 NM to fld. 1880/10E.



BENTON

LLOYD STEARMAN FLD (1K1) 1 SW UTC-6(-5DT) N37°46.51' W97°06.80'
 1364 S4 FUEL 100LL, JET A NOTAM FILE ICT
 RWY 17-35: H4600X60 (ASPH) MIRL 0.7% up NW
 RWY 17: TRCV(TRIL)—GA 4.0° TCH 35'. Thld dsplcd 250'. Rgt tfc.
 RWY 35: TRCV(TRIL)—GA 4.0° TCH 31'.

AIRPORT REMARKS: Attended Mon-Sat 1500-2300Z‡. Fuel 24 hr credit card. Warbird, antique and helicopter ops on and invof arpt. Numerous activity third Sat of every month due to fly-ins. Uncontrolled vehicle traffic invof hangers on twys. Ultralight actf PPR. For assistance after hrs call 316-648-0132 or numbers posted at FBO. PAEW Rwy 17-35. Turf operations west of runway.

COMMUNICATIONS: CTAF/UNICOM 123.05

(R) WICHITA APP/DEP CON 134.8 CLNC DEL 125.0

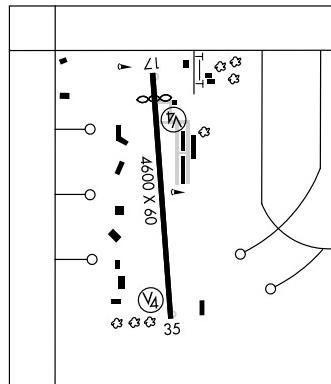
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'
 W97°35.03' 078° 22.5 NM to fld. 1471/7E.

HIWAS.

COMM/NAV/WEATHER REMARKS: For clearance delivery ctc WICHITA APP/CON on frequency 125.0 or call 316-946-0064.

WICHITA
 L-10I, 15D
 IAP



BILOY N39°07.22' W95°41.23' NOTAM FILE TOP.

NDB (MHW/LOM) 521 TO 131° 4.3 NM to Philip Billard Muni. Unmonitored.

KANSAS CITY
 L-10I

BIRD CITY

BRESSLER FLD (5KØ) 1 SW UTC-6(-5DT) N39°44.55' W101°33.34'
 3489 B NOTAM FILE ICT
 RWY 08-26: 3460X70 (TURF)
 RWY 08: Road. Rgt tfc RWY 26: Road.
 RWY 17-35: 2270X75 (TURF)
 RWY 17: Road. RWY 35: Road.
AIRPORT REMARKS: Attended Apr-Sep dalgt hours, Oct-Mar unattended. During Oct-Mar call 785-734-2631 for arpt conditions. Rotating bcn OTS indef.

WICHITA

COMMUNICATIONS: CTAF 122.9

BLOSSER MUNI (See CONCORDIA)

BOYD N38°17.98' W95°43.30' NOTAM FILE ICT.
 NDB (MHW) 245 UKL at Coffey Co. Unmonitored 0000-1400Z‡. NDB unusable byd 13 NM.

KANSAS CITY
 L-10I, 15E

BRESSLER FLD (See BIRD CITY)

BUCKLIN (8KØ) 1 SW UTC-6(-5DT) N37°32.75' W99°38.51'
 2418 NOTAM FILE ICT
 RWY 18-36: 2560X150 (TURF)
 RWY 18: Pole. RWY 36: Road.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

WICHITA

BURLINGTON**COFFEEY CO**

(UKL) 7 N UTC-6(-5DT) N38°18.15' W95°43.50'

1174 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H5500X75 (CONC) S-30 MIRL

RWY 18: PAPI (P4L). Tree. RWY 36: PAPI(P4L).

AIRPORT REMARKS: Attended Apr-Oct 1400-0200Z‡, Nov-Mar

1400-0000Z‡. Arpt unattended Christmas day. Wildlife on and inof arpt.

Ultralight activity on and in vicinity of arpt. MIRL Rwy 18-36 opr dusk-0400Z‡. After 0400Z‡ ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (620) 364-2435.

COMMUNICATIONS: CTAf/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 127.725

RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.

EMPIORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47'

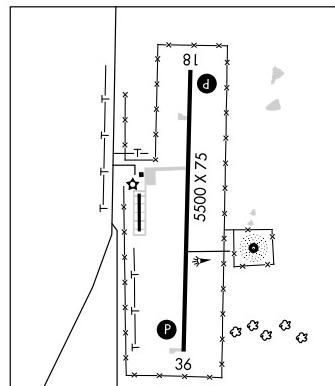
W96°08.29' 080° 19.5 NM to fld. 1220/SE. HIWAS.

BOYD NDB (MHW) 245 UKL N38°17.99' W95°43.29' at fld.

NOTAM FILE ICT. Unmonitored 0000-1400Z‡. NDB unusable

byd 13 NM.

KANSAS CITY
H-5C, L-10I, 15E
IAP

**CALDWELL MUNI** (Ø1K) 1 E UTC-6(-5DT) N37°02.17' W97°35.19'

WICHITA

1157 NOTAM FILE ICT

RWY 17-35: 2460X110 (TURF) LIRL

RWY 17: Road. RWY 35: Road.

AIRPORT REMARKS: Unattended. Rwy 17 has a 3' ditch off end of rwy. Landing fee to commercial users only.

COMMUNICATIONS: CTAf 122.9

CAPTAIN JACK THOMAS/EL DORADO (See EL DORADO)**CAVALRY** N39°01.56' W96°47.67'. NOTAM FILE FRI.

KANSAS CITY

L-10I

NDB (MHW) 31.4 CVY 035° 2.1 NM to Marshall AAF. NDB unmonitored Sat 1200Z‡-Mon 1200Z‡

and holidays.

CEDAR AIR PARK (See OLATHE)**CESSNA AIRCRAFT FLD** (See WICHITA)**CHANUTE MARTIN JOHNSON** (CNU) 2 SW UTC-6(-5DT) N37°40.13' W95°29.10'

KANSAS CITY

L-10J, 15E

IAP

1002 B S2 FUEL 100LL, JET A TPA-1802(800) NOTAM FILE CNU

RWY 18-36: H4255X75 (ASPH) S-12 MIRL 0.5% up S

RWY 18: PAPI(P2L). Tree.

RWY 36: PAPI(P2L). Thld dsplcd 270'. Railroad.

AIRPORT REMARKS: Attended Nov-Mar 1400Z‡-dusk, Apr-Oct

1400-0000Z‡. Birds and wildlife on and inof arpt.

Ultralight activity on and inof arpt. Rotating bcn opr dusk-0500Z‡.

ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 127.075 (620) 431-6781.

COMMUNICATIONS: CTAf/UNICOM 122.7.

RCO 122.35 (WICHITA RADIO)

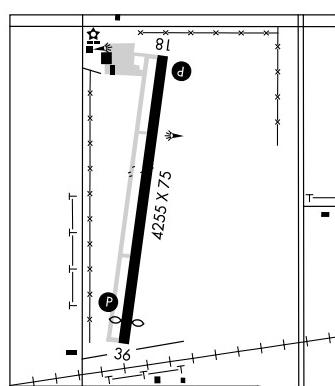
KANSAS CITY CENTER APP/DEP CON 132.9

AIRSPACE: CLASS E svc 1200-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.

(L) VOR/WDM 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 059° 5.8 NM to fld. 1080/5E.

**CHARLES E. GRUTZMACHER MUNI** (See ONAGA)

CHASE CO (See COTTONWOOD FALLS)**CHEYENNE CO MUNI** (See ST FRANCIS)**CIMARRON MUNI** (8K8) 2 N UTC-6(-5DT) N37°49.83' W100°21.03'

WICHITA

2752 B NOTAM FILE ICT

RWY 01-19: H2800X32 (ASPH) LIRL

RWY 01: Thld dsplcd 170'. Road. RWY 19: Thld dsplcd 280'.

RWY 11-29: 2450X50 (TURF)

RWY 11: P-line.

AIRPORT REMARKS: Unattended. Rwy 11-29 turf is rough and uneven with low spots. Rwy 01-19 NSTD markings; no numbers at thlds and rwy centerline stripe is nstd due to spacing; dsplcd thld marked with nstd longitudinal stripes. ACTIVATE LIRL Rwy 01-19—CTAF.**COMMUNICATIONS:** CTAF 122.9**CLAY CENTER MUNI** (CYW) 2 W UTC-6(-5DT) N39°23.23' W97°09.43'

WICHITA

L-10I

IAP

1208 B S4 FUEL 100LL, MOGAS TPA—2008(800) NOTAM FILE ICT

RWY 17-35: H4199X75 (ASPH) S-12, D-15 MIRL

RWY 17: Irrigation equipment.

RWY 35: Road.

AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after dusk call 785-632-3217. Rwy 17-35 MIRL preset low ints dusk—0400Z‡, to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

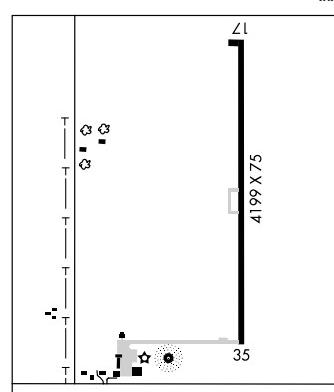
SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 031° 35.2 NM to fld. 1315/7E.

HIWAS.

NDB (MHW) 362 CYW N39°22.85' W97°09.68' at fld.

NOTAM FILE ICT.

**COFFEE CO** (See BURLINGTON)**COFFEYVILLE MUNI** (CFV) 4 NE UTC-6(-5DT) N37°05.64' W95°34.31'

KANSAS CITY

H-6I, L-15E

IAP

754 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE CFV

RWY 17-35: H5872X100 (ASPH) S-20, D-25 MIRL

RWY 35: REIL.

RWY 04-22: H4000X75 (ASPH)

RWY 22: Tree.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2300Z‡. Deer on and invof arpt. Mowers on and invof rwy's dusk to dawn. Rwy 17-35 overlayd minus 25' each side. Rwy 04-22 slurry seal. Rwy 04-22 vegetation growing through pavement joints. ACTIVATE MIRL Rwy 17-35, REIL Rwy 35—CTAF.**WEATHER DATA SOURCES:** ASOS 121.275 (620) 251-1959.**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

OSWEGO (L) VORTAC 117.6 OSW Chan 123 N37°09.45' W95°12.22' 250° 18.1 NM to fld. 930/8E.

HIWAS.

NDB (MHW) 212 CFV N37°05.60' W95°34.28' at fld. NOTAM FILE CFV.

COLBY

SHALZ FLD (CBK) 2 N UTC-6(-5DT) N39°25.65' W101°02.80'
 3187 B FUEL 100LL, JET A1 NOTAM FILE ICT
RWY 17-35: H5110X75 (CONC-AFSC) S-30, D-38 MIRL 0.6% up N
 RWY 17: PAPI(P2L)—GA 3.0° TCH 25'.
 RWY 35: PAPI(P2L)—GA 3.0° TCH 48'.
RWY 12-30: 2660X90 (TURF) 0.6% up NW
RWY 30: Tree.
RWY 04-22: 2600X80 (TURF) 0.3% up NE
RWY 22: P-lines.

AIRPORT REMARKS: Attended Mon-Fri 1400-2330Z‡; Sat 1400-1800Z‡. For svc call 785-460-4438/460-3298. Ultralight activity on and invof apt. +40' p-line 1700' from AER 30. ACTIVATE MIRL Rwy 17-35 and two lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (785) 460-4499.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.

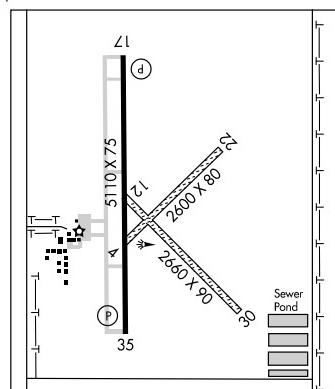
GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27'

W101°41.54' 073° 30.1 NM to fld. 3650/12E. HIWAS.

WHEATFIELD NDB (MHW) 408 JDM N39°30.59'

W101°02.86' 171° 4.9 NM to fld. NOTAM FILE ICT.

WICHITA
H-5B, L-10G
IAP

**COLDWATER**

COMANCHE CO (3K8) 3 S UTC-6(-5DT) N37°13.68' W99°19.86'

2085 B FUEL 100LL NOTAM FILE ICT

RWY 17-35: H4500X60 (CONC) MIRL

RWY 17: REIL, PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: REIL, PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Unattended. For fuel call 620-582-5061 or 620-582-2933. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.

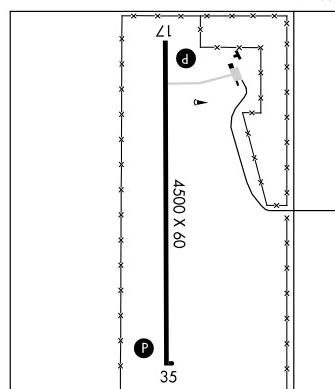
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04'

W100°00.34' 131° 49.3 NM to fld. 2565/8E. HIWAS.

WICHITA
L-15C



COLONEL JAMES JABARA (See WICHITA)

COMANCHE CO (See COLDWATER)

CONCORDIA N39°33.20' W97°39.07' NOTAM FILE CNK.
 NDB (MHW) 335 CNK at Blosser Muni.

WICHITA
L-10I

CONCORDIA

BLOSSER MUNI (CNK) 2 S UTC-6(-5DT) N39°32.96' W97°39.14'
 1486 B FUEL 100LL, JET A+ NOTAM FILE CNK
 RWY 17-35: H3600X60 (ASPH) S-8, D-10 MIRL 0.4% up S
 RWY 35: Tree.
 RWY 12-30: 2205X265 (TURF)
 RWY 03-21: 1665X255 (TURF)

RWY 03: Tree. RWY 21: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z‡. Fuel avbl 24 hrs by credit card. Radio controlled model airplane flying E of arpt to 400' evenings, weekends, and holidays. Rwy 12-30 and Rwy 03-21 delineated with red and white striped markers. Rwy 17-35 S and D weight thld pounds obtained earlier from design criteria during new construction. MIRL Rwy 17-35 preset med ints dusk-0400Z‡; after 0400Z‡ ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 123.825 (785) 243-3441.

COMMUNICATIONS: CTAF/UNICOM 122.8

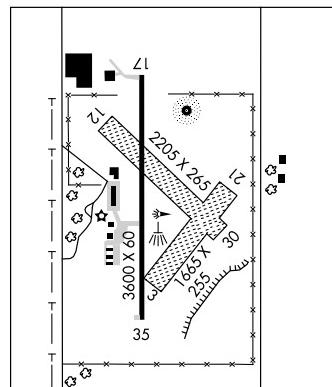
KANSAS CITY CENTER APP/DEP CON 134.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38' W98°15.60'
 109° 32.1 NM to fld. 1880/10E.

CONCORDIA NDB (MHW) 335 CNK N39°33.20' W97°39.07'
 at fld. NOTAM FILE CNK.

WICHITA
 L-10I
 IAP

**COOK AIRFIELD INC** (See DERBY)**COTTONWOOD FALLS**

CHASE CO (9K0) 1 S UTC-6(-5DT) N38°21.52' W96°33.27'

KANSAS CITY

1273 NOTAM FILE ICT

RWY 17-35: 2300X155 (TURF) LIRL

RWY 17: Tower. RWY 35: Fence.

AIRPORT REMARKS: Unattended. Rwy 17-35 soft and slick in spots when wet. Rwy 17-35 thld markings painted white with thld lghts.

COMMUNICATIONS: CTAF 122.9

COUNCIL GROVE MUNI (K63) 3 NW UTC-6(-5DT) N38°40.59' W96°34.37'

KANSAS CITY

1409 NOTAM FILE ICT

RWY 04-22: 1845X120 (TURF)

RWY 04: Trees. RWY 22: P-line.

RWY 12-30: 1690X75 (TURF)

RWY 12: Trees. RWY 30: Trees.

AIRPORT REMARKS: Unattended. Radio controlled model acft activity on arpt weekends, evenings and holidays. Rwy 04-22 and 12-30 NSTD delineations. Rwy 04-22 and Rwy 12-30 very soft and slick during periods of inclement weather. Rwy 04-22 and Rwy 12-30 thld marked with orange painted barrels.

COMMUNICATIONS: CTAF 122.9

DERBY**COOK AIRFIELD INC** (K50) 3 E UTC-6(-5DT) N37°38.98' W97°10.47'

WICHITA

1345 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H2507X40 (ASPH) S-2 MIRL

RWY 17: PAPI(P2L)—GA 4.0° TCH 40'. Trees. RWY 35: Thld dsplcd 153'.

RWY 01-19: 1600X50 (TURF)

RWY 01: Road. RWY 19: Tree.

AIRPORT REMARKS: Unattended. For fuel call 316-706-6131 or 316-650-6581. Parachute Jumping. Rwy 19 marked with orange cones. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17—123.5.

COMMUNICATIONS: CTAF/UNICOM 122.8

EL DORADO

CAPTAIN JACK THOMAS/EL DORADO (EQA) 3 SE UTC-6(-5DT) N37°46.45' W96°49.06'

1378 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

RWY 04-22: H4200X75 (ASPH) S-18, D-23 HIRL

RWY 15-33: H4200X75 (CONC) S-12.5, D-12.5 HIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z\$, Sun

1700-0000Z\$. Avoid fit over prison north of arpt. ACTIVATE HIRL

Rwy 15-33 and HIRL Rwy 04-22—122.9.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ WICHITA APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

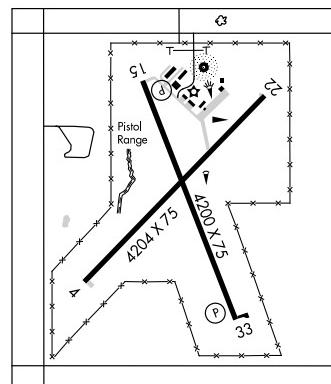
W97°35.03' 080° 36.5 NM to fld. 1471/7E.

HIWAS.

EL DORADO NDB (MHW) 383 EQA N37°46.77' W96°48.99' at

fld. SHUTDOWN.

KANSAS CITY
L-101, 15E
IAP



PATTY FLD (9K6) 3 SE UTC-6(-5DT) N37°48.03' W96°47.94'

KANSAS CITY

1385 S4 NOTAM FILE ICT

RWY 18-36: 1800X60 (TURF)

RWY 18: Fence. RWY 36: Fence.

AIRPORT REMARKS: Unattended. Rwy 18 has trees at thld 30' right and left of centerline.

COMMUNICATIONS: CTAF 122.9

ELK CO (See MOLINE)

ELKHART-MORTON CO (EHA) 1 E UTC-6(-5DT) N37°00.05' W101°52.80'

WICHITA
L-15B
IAP

3622 B FUEL 100LL NOTAM FILE EHA

RWY 17-35: H4900X60 (ASPH) MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 40'. Pole.

RWY 35: PAPI(P4L)—GA 3.0° TCH 44'. Road.

RWY 04-22: H4900X60 (ASPH) MIRL 0.6% up SW

RWY 04: PAPI(P4L)—GA 3.0° TCH 38'. Road.

RWY 22: PAPI(P4L)—GA 3.0° TCH 39'. Tower.

AIRPORT REMARKS: Unattended. For fuel call 620-697-4624. Rwy 22 controlling obstruction-pivot irrigation twr (moving when in operation). Rwy 17-35 and Rwy 04-22 rwy markings no longer exist due to overlay.

WEATHER DATA SOURCES: AWOS-1 118.025 (620) 697-4973.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.0

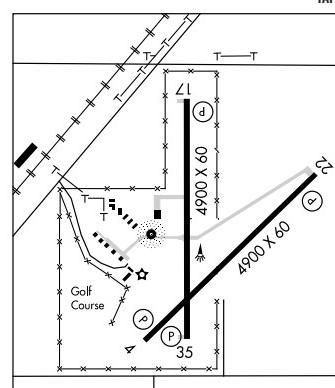
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 256° 43.7 NM to fld. 2891/11E. HIWAS.

NDB (MHW) 377 EHA N37°00.07' W101°53.07' at fld.

NOTAM FILE EHA.



ELLINWOOD MUNI (1K6) 2 NW UTC-6(-5DT) N38°22.37' W98°35.92'

WICHITA

1797 NOTAM FILE ICT

RWY 17-35: 2550X100 (TURF-GRVL)

RWY 17: Road.

RWY 08-26: 2150X150 (TURF)

RWY 08: Hill.

RWY 26: Road.

AIRPORT REMARKS: Unattended. Rwy 08-26 and Rwy 17-35 very soft after rain. 2' ditch 200' from rwy end. NOTE:

Special Notices Section—Model Rocket activity.

COMMUNICATIONS: CTAf 122.9

ELLSWORTH MUNI (9K7) 1 N UTC-6(-5DT) N38°45.02' W98°13.76'

WICHITA

L-10H

1615 B FUEL 100LL NOTAM FILE 9K7

RWY 17-35: H3919X48 (ASPH) MIRL

RWY 35: TRCV(TRIL) Thld displicd 412'. Pole.

RWY 12-30: 2229X250 (TURF)

AIRPORT REMARKS: Unattended. For fuel after hrs call 785-472-4416.

Fuel also avbl 24 hrs by credit card. Arpt public phone number

785-472-5608. ACTIVATE MIRL Rwy 17-35 and TRIL Rwy

35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (785) 472-5609.

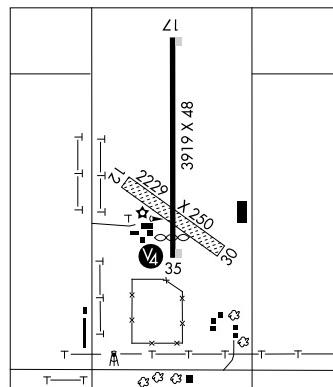
COMMUNICATIONS: CTAf/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

SALIN (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 243° 30.4 NM to fld. 1315/7E.

HIWAS.

**EMPIORIA MUNI** (EMP) 4 S UTC-6(-5DT) N38°19.83' W96°11.40'

KANSAS CITY

L-10I

IAP

1208 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE EMP

RWY 01-19: H4999X100 (ASPH) S-30, D-45 MIRL

RWY 01: REIL, PAPI(P4L)—GA 3.0° TCH 52'. Tree.

RWY 19: REIL, PAPI(P4L)—GA 3.0° TCH 52'. Tree.

RWY 06-24: 3881X300 (TURF)

RWY 24: Road.

AIRPORT REMARKS: Attended 1330–0000Z#. 24 hr fuel avbl for MOGAS & 100LL. Ultralight activity on and invof arpt. Rwy 01–19 line of sight between rwy ends obstructed. Wind tee mast 31' above ground level located approximately 700' west of the 100' marker on Rwy 01. ASOS mast 27'AGL located approximately 700' west of Rwy 01–19 and 1,150' north of AER Rwy 01. Rwy 06–24 ends marked with tires; edges marked with orange and white corrugated panels. Rwy 06–24 surface soft when wet. ACTIVATE PAPI and REIL Rwy 01 and 19—CTAF. ACTIVATE MIRL Rwy 01–19 after 0000Z#—CTAF.

WEATHER DATA SOURCES: ASOS 126.125 (620) 343–3733. HIWAS 112.8 EMP.

COMMUNICATIONS: CTAf/UNICOM 122.8

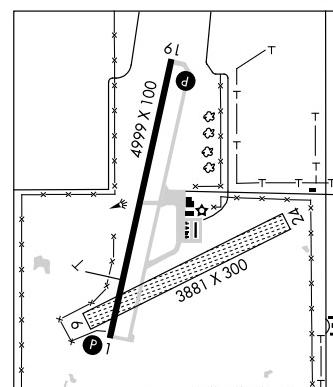
RCO 122.3 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 127.725

AIRSPACE: CLASS E svc 1200–0400Z# other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.

(L) VORTACW 112.8 EMP Chan 75 N38°17.47' W96°08.29' 306° 3.4 NM to fld. 1220/8E. HIWAS.



EUREKA MUNI (13K) 2 N UTC -6(-5DT) N37°51.09' W96°17.50'

1206 B S4 FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 18-36: H3503X60 (ASPH) S-8 LIRL (NSTD) 0.3% up NE

RWY 08-26: 2075X55 (TURF)

RWY 08: Fence. RWY 26: P-line.

AIRPORT REMARKS: Attended 1400-2300Z‡. Attendant after hrs on request. Wildlife on and invof arpt. Rwy 08 delineated with white painted tires. Rwy 26 thld and rwy marked with white painted tires.

WEATHER DATA SOURCES: AWOS-3 120.975 (620) 583-5442.**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.

EMPIORIA (L) VORTAC 112.8 EMP Chan 75 N38°17.47'

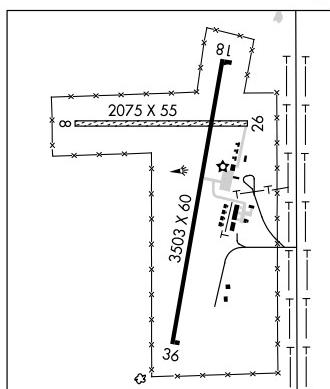
W96°08.29' 187° 27.3 NM to fld. 1220/8E.

HIWAS.

KANSAS CITY

L-10I, 15E

IAP

**FLORY** N38°40.89' W97°38.70' NOTAM FILE SLN.

WICHITA

NDB (LOM) 344 SL 350° 6.6 NM to Salina Muni.

FORBES FLD (See TOPEKA)**FORT LEAVENWORTH** N39°22.10' W94°54.88'

KANSAS CITY

L-10J, A

FORT LEAVENWORTH**SHERMAN AAF** (FLV)(KFLV) CIV/MIL 3 N UTC -6(-5DT) N39°22.10' W94°54.88'

KANSAS CITY

772 B FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE ICT

H-5C, L-10J, A

RWY 15-33: H5905X100 (ASPH-CONC) S-32, D-39, DT-97, DDT-99 PCN 27 F/C/W/T HIRL IAP

RWY 15: PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 586'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 41'. Trees. Rgt tfc.

MILITARY SERVICE: FUEL 18 (Mil) Avbl 1330-2230Z‡, 24 hr PPR. Svc other times only for code 4 and above. General aviation fuel avbl 1500-2200Z‡, other times by request.

AIRPORT REMARKS: Attended Mon-Fri 1500-0200Z‡. Limited svc after hrs and Federal holidays. General aviation ramp attended 1500-2200Z‡, call 913-651-0111. Fuel avbl 1500-0200Z‡ and after hrs by request. General aviation ramp associated with City of Leavenworth. Joint use airfield, FBO attended Mon-Fri 1500-2200Z‡; All others by prior arrangements. Caution wildlife on rwy's. Numerous migratory birds on and invof arpt Apr-Oct. Calm wind use Rwy 15. ACTIVATE HIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33 and twy lgts—CTAF.

MILITARY REMARKS: Opr Mon-Fri 1330-2230Z‡. Limited svc other times and Federal holidays. RSTD Military ramp 48 hour PPR, call DSN 552-6045 or C913-684-6045. TFC PAT Rotary wing acft 1470(698), fixed wing acft 1800(1028). MISB Base Ops attended Mon-Fri 1330-2230Z‡, except holidays, other times code 4 and above by PPR. No tran alert, lavatory svc or de-ice capability. All acft with code 4 or above ctc Sherman Base OPS (126.2/139.35) at least 20 min prior to ldg. Civilian acft on non-government business use City of Leavenworth ramp Inc C913-651-0111 on south end of fld opr 1500-2200Z‡.

COMMUNICATIONS: CTAF 126.2

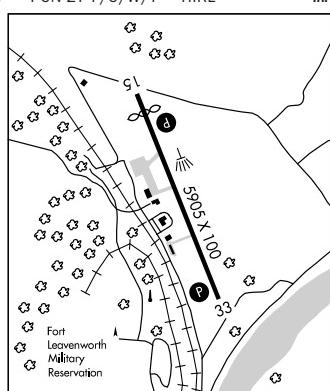
FORT LEAVENWORTH RCD 122.35 255.4 (WICHITA RADIO)

(R) KANSAS CITY APP/DEP CON 124.7 (191°-009°) 126.6 (010°-190°) 318.1

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

KANSAS CITY (H) VORTAC 113.25 MCI Chan 79Y N39°17.12' W94°44.22' 296° 9.6 NM to fld. 1017/5E. HIWAS.

HUGGY NDB (LOM) 416 RN N39°18.12' W94°51.07' 318° 5.0 NM to fld. NOTAM FILE MCI. Unmonitored.



FORT RILEY (See MARSHALL AAF)**FORT RILEY** N38°58.21' W96°51.66' NOTAM FILE ICT.

VORW 109.4 FRI 036° 6.7 NM to Marshall AAF.

KANSAS CITY

L-10I

VOR unmonitored Sat 1200Z‡–Mon 1200Z‡ and holidays. VOR unusable 282°–292°.

FORT SCOTT MUNI (FSK) 4 SW UTC–6(–5DT) N37°47.90' W94°46.16'

KANSAS CITY

L-10J, 16F

IAP

918 B FUEL 100LL, JET A1 + TPA—1718(800) NOTAM FILE ICT

RWY 18–36: H4403X75 (ASPH) S–12.5 MIRL 0.3% up S

RWY 18: REIL, VASI(V4L)—GA 3.0° TCH 39'.

RWY 36: REIL, PAPI(P2L)—GA 3.0° TCH 39'. Road.

AIRPORT REMARKS: Attended 1400–2300Z‡, closed Sun Oct–Apr. Deer fence around airport perimeter. Ground drops rapidly 250' fm rwy end. ACTIVATE MIRL Rwy 18–36, VASI Rwy 18, PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF. NOTE: See Special Notices Section—Aerobic Practice Areas.**WEATHER DATA SOURCES:** AWOS-3 124.425 (620) 223-0655.**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 125.55

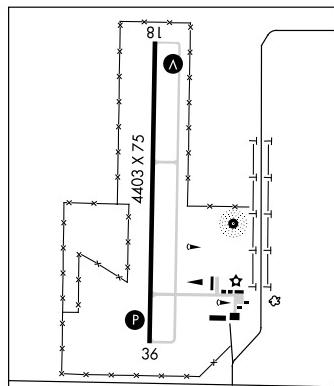
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33'

W94°29.29' 198° 31.4 NM to fld. 890/7E. HIWAS.

NDB (MHW) 379 FSK N37°47.81' W94°45.93' at fld.

NOTAM FILE ICT.

**FOWLER** (18K) 0 E UTC–6(–5DT) N37°23.06' W100°11.17'

WICHITA

2483 NOTAM FILE ICT

RWY 03–21: 2310X100 (TURF)

RWY 03: Road. RWY 21: Road.

AIRPORT REMARKS: Unattended. Rwy 03 +28' poles lighted p-line approximately 450' S of SW end of rwy. Rwy 03–21 marked with small red reflectors, solar lights and red cones.**COMMUNICATIONS:** CTAF 122.9**FREDONIA** (1K7) 2 N UTC–6(–5DT) N37°34.84' W95°50.23'

KANSAS CITY

L-15E

880 B TPA—1680(800) NOTAM FILE ICT

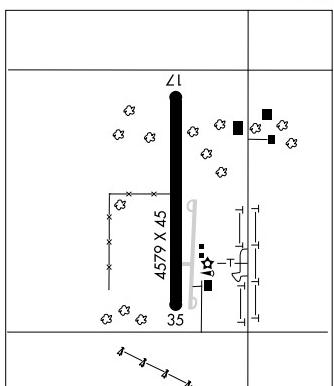
RWY 17–35: H4579X45 (CONC) LIRL

RWY 17: Trees. RWY 35: Road.

AIRPORT REMARKS: Unattended. Rwy 17 NSTD small basic markings.Rwy 35 NSTD small basic markings. Wildlife on and invof aptn.
Rotating bcn OTS indef.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 252° 11.9 NM to fld. 1080/5E.

**FREEMAN FLD** (See JUNCTION CITY)**FUROR** N38°56.12' W94°44.28' NOTAM FILE OJC.

KANSAS CITY

NDB (LOM) 526 OJ 176° 5.3 NM to Johnson Co Executive.

GARDEN CITY RGNL (GCK) 8 SE UTC-6(-5DT) N37°55.65' W100°43.47'

2891 B S4 FUEL 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE GCK
RWY 17-35: H7300X100 (CONC) S-76, D-91, ST-114, DT-125 HIRL

RWY 17: REIL, VASI(V4L)—GA 3.0° TCH 39'.

RWY 35: MALS.R. VASI(V4L)—GA 3.0° TCH 40'.

RWY 12-30: H5700X100 (CONC) S-48, D-60 MIRL

RWY 12: REIL, PAPI(P2L)—GA 3.0°.

RWY 30: REIL, PAPI(P2L)—GA 3.0°.

AIRPORT REMARKS: Attended dawn-0300Z#. For svc after hrs call

620-275-5055 or 620-275-1311. CLOSED to unscheduled air carrier ops with more than 30 passengers seats except PPR 24 hrs call apt manager 620-276-1190/ 620-290-3810. Air carrier ops are not authorized in excess of 15 mins before or after scheduled arrival/departure times without prior coordination with apt manager and confirmation that ARFF is avbl prior to ldg or tkf. Rwy 35 designated the calm wind rwy. ACTIVATE MIRL Rwy 12-30, HIRL Rwy 17-35, REIL Rwy 17, Rwy 12, Rwy 30 and MALS.R Rwy 35—CTAF. PAPI Rwy 12 and 30 on 24 hrs.

WEATHER DATA SOURCES: ASOS 121.325 (620) 275-0803. LAWRS

(1300-0300Z#).

COMMUNICATIONS: CTAF 118.15 UNICOM 122.95

RCO 122.45 (WICHITA RADIO)

② KANSAS CITY CENTER APP/DEP CON 125.2

TOWER 118.15 (1300-0300Z#) GND CON 119.0

AIRSPACE: CLASS D SVC 1300-0300Z# other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

(H) VORTACW 113.3 GCK Chan 80 N37°55.14' W100°43.50' at fd. 2877/11E.

PIEVE NDB (MHW/LOM) 347 GC N37°49.74' W100°43.46' 351° 5.9 NM to fd. Unmonitored.

ILS 109.9 I-GCK Rwy 35. Class IB LOM PIEVE NDB.

COMM/NAV/WEATHER REMARKS: FSS communications unreliable below 4400' at 40 NM.

GARDNER MUNI (K34) 1 W UTC-6(-5DT) N38°48.42' W94°57.37'

1042 B FUEL 80 100LL, MOGAS NOTAM FILE COU
RWY 17-35: 3373X90 (TURF) DT-30 LIRL 0.6% up S

RWY 17: Tree. RWY 35: Trees.

RWY 08-26: H2960X39 (ASPH) S-6 LIRL (NSTD)

RWY 08: P-line. RWY 26: Thld dsplcd 254'. Tree.

RWY 03-21: 2154X80 (TURF)

RWY 03: Trees. RWY 21: Pole.

AIRPORT REMARKS: Attended 1400-2300Z#. Fuel avbl 24 hrs with credit card. Glider and ultralight activity on and invof arpt. Rwy 26 displaced thld markings only. Rwy 17-35 ends marked with orange barrels. Rwy 03 +31' trees at right edge of Rwy 03 approximately 400' down rwy. NSTD LIRL Rwy 08-26, no rwy end lfts, no dsplcd thld lfts Rwy 26 and lfts placed 35' out fm rwy edge at 240' spacings. ACTIVATE LIRL Rwy 08-26 and Rwy 17-35—CTAF. Major powerplant repairs only.

COMMUNICATIONS: CTAF/UNICOM 122.8

② KANSAS CITY APP/DEP CON 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.

TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23'

W95°32.95' 120°34.1 NM to fd. 1070/5E.

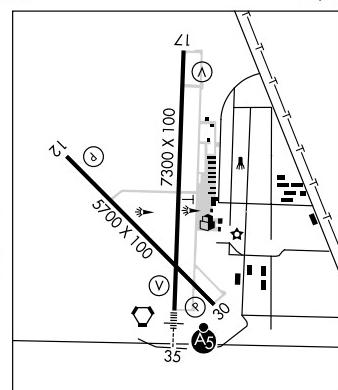
DUSTT NDB (LOM) 368 IX N38°44.32' W94°53.51' 320° 5.0

NM to fd. NOTAM FILE IXD.

WICHITA

H-5B, L-10G, 15C

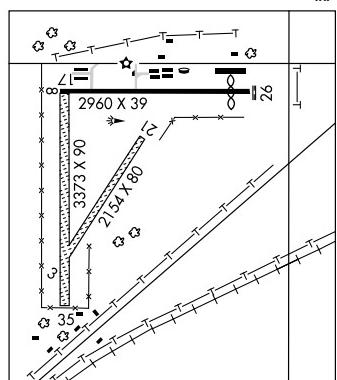
IAP, AD



KANSAS CITY

L-10J, A

IAP



GARNETT MUNI (K68) 2 E UTC-6(-5DT) N38°16.64' W95°12.91'
 989 B S2 FUEL 100LL TPA—1800(811) NOTAM FILE ICT
RWY 01-19: H2660X45 (ASPH) LIRL

KANSAS CITY

RWY 01: Thld dsplcd 92'. Road. **RWY 19:** Thld dsplcd 135'. Pole.

AIRPORT REMARKS: Attended Sun–Mon on call, May–Oct, Tue–Sat 1330–2300Z\$, Nov–Apr, Tue–Sat 1400–2230Z\$. For attendant on Sun and Mon, call 785–448–6676. For fuel after dusk call 785–304–2357. If emergency exists call 911 or police desk 785–448–6823. Rwy 01–19 pavement ends marked with yellow and white panels.

COMMUNICATIONS: CTAF/UNICOM 122.8

GILMORE (See PLEASANTON)

GOODLAND N39°23.27' W101°41.54' NOTAM FILE GLD.

WICHITA

(H) VORTACW 115.1 GLD Chan 98 185° 1.1 NM to Renner Fld (Goodland Muni). 3650/12E.

H-5B, L-10G

HIWAS.

RCD 122.4 (WICHITA RADIO)

GOODLAND

RENNER FLD (GOODLAND MUNI) (GLD) 2 N UTC-7(-6DT) N39°22.24' W101°41.94'

WICHITA

3656 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GLD

H-5B, L-10G

RWY 12-30: H5499X100 (CONC) S-30, D-48 MIRL

IAP, AD

RWY 12: REIL. Building. **RWY 30:** MALSR. Building.

RWY 05-23: H3501X75 (ASPH) S-12.5 MIRL 0.6% up SW

RWY 05: PAPI(P4L)—GA 3.0° TCH 37'. Road.

RWY 23: PAPI(P4L)—GA 3.0° TCH 41'.

RWY 17-35: 1800X40 (TURF)

AIRPORT REMARKS: Attended dalgt hrs. For svc call 785–890–7531 (Day) or 785–890–5349 (Night). Rwy 30 calm wind rwy. Rwy 23 turnaround does not have adequate clearance for holding. Only Twy A2 avbl for acft over 12,500 pounds. Rwy 17–35 yellow cone markers at thld. PAPI unusable byd 8° left of centerline. ACTIVATE MIRL Rwy 05–23 and Rwy 12–30, MALSR Rwy 30, REIL Rwy 12 and PAPI Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 121.025 (785) 899–6591. HIWAS 115.1 GLD.

COMMUNICATIONS: CTAF/UNICOM 122.95

GOODLAND RCD 122.4 (WICHITA RADIO)

DENVER CENTER APP/DEP CON 132.5

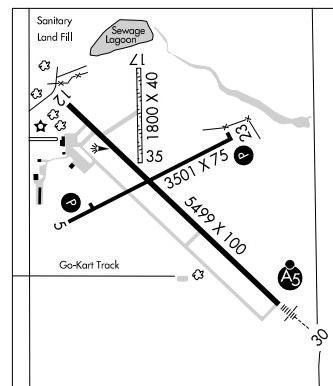
RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.

GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27'

W101°41.54' 185° 1.1 NM to fld. 3650/12E. HIWAS.

SHUGR NDB (MHW/LDM) 414 GL N39°17.63' W101°36.02' 306° 6.5 NM to fld.

ILS/DME 108.9 I-GLD Chan 26 Rwy 30. Class IE. LOM SHUGR NDB.



GREAT BEND MUNI (GBD) 4 W UTC-6(-5DT) N38°20.66' W98°51.55'

1887 B S4 FUEL 100LL, JET A OX 2 TPA-See Remarks Class III, ARFF Index A
NOTAM FILE GBD

RWY 17-35: H7851X150 (ASPH-AFSC) S-28, D-35, DT-86 HIRL

RWY 17: REIL, PAPI(P4L)—GA 3.5° TCH 38'.

RWY 35: MALSR, VASI(V4L)—GA 3.0° TCH 50'.

RWY 11-29: H4706X75 (ASPH) S-28, D-35, DT-86 MIRL

RWY 11: PAPI(P4L). **RWY 29:** PAPI(P4L).

AIRPORT REMARKS: Attended 1230-0000Z‡, after 0000Z‡ by req. Fuel

24 hr credit card svc avbl. Air carrier ops with more than 30 passenger seats is not authorized. Calm wind rwy designated as Rwy 17. All acft enter traffic pattern at 800' AGL except turbined-powered or large acft at 1500' AGL. ACTIVATE MIRL Rwy 11-29 HIRL Rwy 17-35, VASI and MALSR Rwy 35 and PAPI Rwy 11, Rwy 17 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (620) 792-5019.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 118.8

RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

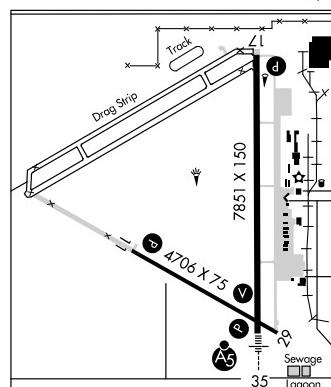
HUTCHINSON (L) VOR/DME 116.8 HUT Chan 115 N37°59.82' W97°56.05' 287° 48.5 NM to fld. 1531/9E.

BABSY NDB (LOM) 419 GB N38°15.10' W98°51.35' 350° 5.5 NM to fld.

HILYN NDB (MHW) 338 HIL N38°21.55' W98°54.17' 105° 2.2 NM to fld. NOTAM FILE GBD.

ILS/DME 111.9 I-GBD Chan 56 Rwy 35. LOM BABSY NDB.

WICHITA
H-5B, L-10H
IAP, AD

**GREENSBURG****PAUL WINDLE MUNI** (8K7) 0 E UTC-6(-5DT) N37°36.00' W99°16.51'

WICHITA

2230 NOTAM FILE ICT

RWY 02-20: 2600X130 (TURF)

RWY 02: Road. **RWY 20:** Road.

RWY 17-35: 2400X290 (TURF) LIRL (NSTD)

RWY 17: Thld dsplcd 275'. Road. **RWY 35:** Road.

AIRPORT REMARKS: Unattended. For svc other hrs, call 620-723-2751/2691. Rwy 02-20 width marked by mowing.

Rwy 17-35 only S 2125' lgtd. Rwy 17 dsplcd thld marked with orange metal 'A' frames. ACTIVATE NSTD LIRL

Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

HAROLD KRIER FLD (See ASHLAND)**HARPER MUNI** (8K2) 1 SW UTC-6(-5DT) N37°16.69' W98°02.61'

WICHITA

L-15D

IAP

1427 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3268X38 (ASPH) MIRL

RWY 17: Road. **RWY 35:** P-line.

RWY 12-30: 2138X160 (TURF)

RWY 12: P-lines. **RWY 30:** P-lines.

AIRPORT REMARKS: Unattended. For fuel call city hall 620-896-2511 or

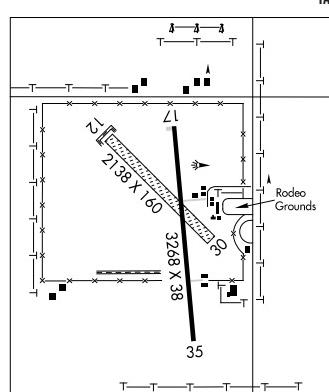
after hrs call police dispatch 911. 30" ditch AER 12.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 118.35

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54' W98°10.24' 033° 9.4 NM to fld. 1390/7E.



HARVS N38°08.70' W97°16.57' NOTAM FILE ICT.
NDB (LOM) 395 CA 174° 5.3 NM to Newton-City-Co.

WICHITA

HAYS RGNL (HYS) 3 SE UTC-6(-5DT) N38°50.53' W99°16.39'

WICHITA
H-5B, L-10H
IAP, AD

1999 B S4 FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE HYS

RWY 16-34: H6501X100 (ASPH) S-28, D-48, DT-86 MIRL

RWY 16: REIL, PAPI(P4L)—GA 3.0° TCH 43'.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 43'.

RWY 04-22: H4501X75 (CONC) S-12.5, D-12.5, MIRL

0.3% up NE

RWY 04: REIL, PAPI(P4L)—GA 3.0° TCH 40'.

RWY 22: REIL, PAPI(P4L)—GA 3.0° TCH 38'.

AIRPORT REMARKS: Attended daylight hrs. After hrs for fuel call number posted. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 785-628-7370. Ultralight activity on and in environs of arpt. ACTIVATE MIRL Rwy 16-34, Rwy 4-22; PAPI Rwy 16, Rwy 34, Rwy 4 and Rwy 22; REIL Rwy 16, Rwy 4 and Rwy 22 and MALSR Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (785) 625-3562. HIWAS 110.4 HYS.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCD 122.3 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.

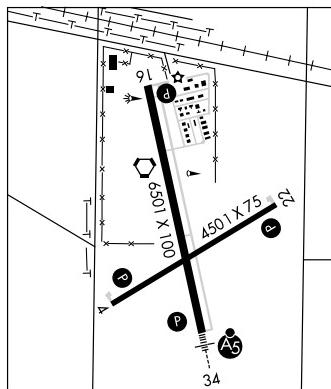
(L) VORTACW 110.4 HYS Chan 41 N38°50.86' W99°16.61' at fld. 1990/10E. HIWAS.

DME unusable 220°–030° byd 35 NM blo 3700'

VOR unusable 220°–030° byd 35 NM blo 4100' 030°–220° byd 35 NM blo 3500'

NETTE NDB (LOM) 374 HY N38°46.15' W99°15.08' 339° 4.6 NM to fld.

ILS 111.5 I-HYS Rwy 34, LOM NETTE NDB. ILS unmonitored.



HERBB N38°45.19' W94°44.21' NOTAM FILE OJC.

KANSAS CITY

NDB (LOM) 420 PK 356° 5.7 NM to Johnson Co Executive. Unmonitored.

HERINGTON RGNL (HRU) 7 NE UTC-6(-5DT) N38°41.68' W96°48.48'

KANSAS CITY

L-10I

1480 B FUEL 100LL TPA-2300(820) NOTAM FILE ICT

RWY 17-35: H4184X75 (CONC) S-36, D-58 MIRL

AIRPORT REMARKS: Unattended. For transportation call 785-258-2877 days only or arpt management cell phone 785-258-0174

nighttime phone 785-258-2560. Fuel avbl 24 hrs with credit card.

RDO-CTLD model a/c activity on arpt weekends and holidays.

Pilots lounge phone number 785-258-3822. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.

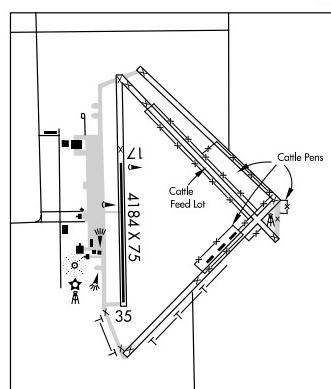
EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47'

W96°08.29' 300° 39.8 NM to fld. 1220/8E.

HIWAS.

NDB (MHW) 407 HRU N38°41.57' W96°48.67' at fld.

NOTAM FILE ICT. Unmonitored.



HIAWATHA MUNI (K87) 2 NE UTC-6(-5DT) N39°52.75' W95°31.52'

KANSAS CITY

1130 NOTAM FILE ICT

RWY 17-35: 3400X100 (TURF) LIRL

RWY 35: Road.

RWY 10-28: 2430X130 (TURF)

RWY 10: Road. RWY 28: Tree.

AIRPORT REMARKS: Unattended. Farm vehicles and equipment on and invof rwy. Rwy 10-28 has several transverse depressions and varmint holes. Rwy 17-35 heavy grass clippings on rwy. Rwy 10-28 very soft when wet. Low areas may have standing water after rain. AER 10 marked with orange cones.

COMMUNICATIONS: CTAF 122.9**HILL CITY MUNI** (HLC) 1 NE UTC-6(-5DT) N39°22.81' W99°49.89'

WICHITA

H-5B, L-10H

IAP

2238 B FUEL 100LL TPA-3038(800) NOTAM FILE HLC

RWY 17-35: H5000X75 (CONC) S-12.5, D-16 HIRL 1.0% up N

RWY 17: REIL, PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: REIL, PAPI(P4L)—GA 3.0° TCH 40'. Road.

AIRPORT REMARKS: Attended on call. For attendant, call

785-674-5613. Agricultural acft opr vicinity daignt hrs. ACTIVATE HIRL Rwy 17-35, REIL and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.425 (785)421-3471. HIWAS 113.7 HLC.

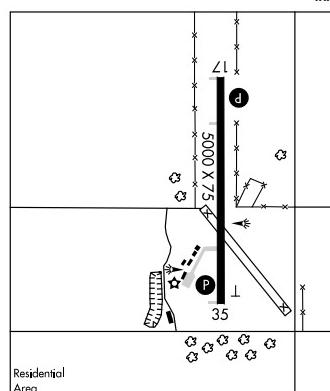
COMMUNICATIONS: CTAF 122.9

RCO 122.65 (WICHITA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.

(H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 060° 19.7 NM to fld. 2690/8E. HIWAS.

**HILLSBORO****ALFRED SCHROEDER FLD** (M66) 0 SW UTC-6(-5DT) N38°20.58' W97°12.85'

WICHITA

L-10I

1434 B FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3229X44 (ASPH) LIRL

RWY 35: PAPI(P4L)—GA 3.75° TCH 39'. Road.

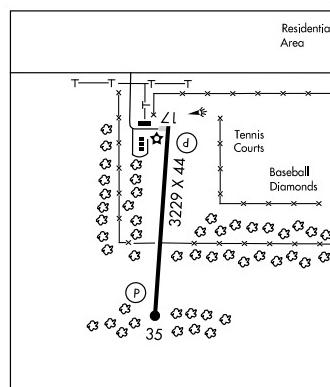
RWY 35: PAPI(P4L)—GA 3.75° TCH 39'. Trees.

AIRPORT REMARKS: Unattended. For fuel call 620-947-3440 or 947-2384. Ultralight activity invof arpt. Rwy 17-35 turnaround and runup area on apch to Rwy 35 extended approximately 23'.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 144° 39.8 NM to fld. 1315/7E. HIWAS.

**HILLSIDE** (See STILWELL)**HILYN** N38°21.55' W98°54.17' NOTAM FILE GBD.

WICHITA

NDB (MHW) 338 HIL 105° 2.2 NM to Great Bend Muni.

L-10H

HUTCHINSON MUNI (HUT) 3 E UTC -6(-5DT) N38°03.93' W97°51.64'

1543 B S4 FUEL 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE HUT
RWY 13-31: H7004X100 (ASPH) S-42, D-52, DT-76 HIRL

RWY 13: MALSR. Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 42'. Road.

RWY 04-22: H6000X100 (ASPH-CONC) S-42, D-52, DT-76
MIRL 0.5% up NE

RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 55'. Thld dispclcd 400'. Road.

RWY 22: REIL. VASI(V4L)—GA 3.4° TCH 42'. Ground.

RWY 17-35: H4252X75 (ASPH) S-42, D-50, DT-76 MIRL
RWY 17: PAPI(P4L)—GA 3.0° TCH 42'. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 38'. Thld dispclcd 800'. Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	04-22	5250
RWY 17	04-22	3200
RWY 22	13-31	3400
RWY 31	17-35	2800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-6000	TODA-6000	ASDA-6000	LDA-5600
RWY 13: TORA-7004	TODA-7004	ASDA-7004	LDA-7004
RWY 17: TORA-4252	TODA-4252	ASDA-4252	LDA-4252
RWY 22: TORA-6000	TODA-6000	ASDA-6000	LDA-6000
RWY 31: TORA-7004	TODA-7004	ASDA-7004	LDA-7004
RWY 35: TORA-4252	TODA-4252	ASDA-4252	LDA-3452

AIRPORT REMARKS: Attended 1300-0100Z‡. For attendant after hours call 620-663-1546. Crane 200' AGL 1000' E of Rwy 17-35 midfield SR-SS daily. Arpt CLOSED to air carrier ops with over 30 passenger seats except 24 hour PPR. Call arpt manager 620-694-2692; city manager 620-694-2610. Migratory birds on and invof arpt. Crossing rwy's used for taxiing to and from active rwy's. Rwy 13 touchdown rwy visual range avbl. ACTIVATE HIRL Rwy 13-31, MIRL Rwy 17-35, MIRL Rwy 04-22, MALSR Rwy 13, VASI Rwy 04 and Rwy 22, PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (620) 662-1071. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS: 124.25 UNICOM 122.95

RCO 122.05 (FORT WORTH RADIO)

(R) **WICHITA APP/DEP CON** 125.5

TOWER 118.5 (1300-0500Z‡) GND CON 121.9

VFR ADVSY SVC ctc APP CON

AIRSPACE: CLASS D svc 1300-0500Z‡ other times CLASS E.

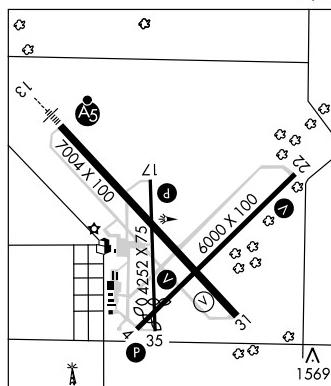
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

(L) VORW/DME 116.8 HUT Chan 115 N37°59.82' W97°56.05' 031° 5.4 NM to fld. 1531/9E.

SALTT NDB (LOM) 404 HU N38°07.42' W97°55.62' 132° 4.7 NM to fld.

ILS 110.1 I-HUT Rwy 13 Class IE. LOM SALTT NDB. ILS unmonitored when twr clsd.

WICHITA
H-5B, L-10I, 15D
IAP, AD



INDEPENDENCE MUNI (IDP) 5 SW UTC-6(-5DT) N37°09.50' W95°46.70'

825 B FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H5501X100 (ASPH) S-24, D-30 HIRL

RWY 17: REIL, PAPI(P4L).

RWY 35: MALS, PAPI(P4L)—GA 3.0° TCH 45'.

RWY 04-22: H3402X260 (ASPH) S-24, D-30 MIRL

RWY 04: PAPI(P4L). **RWY 22:** PAPI(P4L).

AIRPORT REMARKS: Attended Mon-Thur 1300-0000Z‡, Fri

1200-0000Z‡, Sat 1400-2300Z‡. 100LL only self svc avbl 24 hrs. Ultralight acft on and invof arpt. No line of sight Rwy 04-22.

Extensive flight testing and flight training invof arpt. Manufactured acft testing on and invof arpt. Wildlife on and invof rwys. Migratory birds and waterfowl on and invof arpt. Crop dusting activity invof arpt. Farm machinery on and invof arpt. Crop dusting acft and agricultural equipment on and invof arpt. Rwy 35 is designated as calm wind rwy. Rwy 22 PAPI OTS indef. ACTIVATE MIRL Rwy 04-22 and HIRL Rwy 17-35, PAPI Rwy 04, Rwy 17, Rwy 22 and Rwy 35, MALS Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (620) 331-5980.

COMMUNICATIONS: CTAF 126.075 UNICOM 122.95

KANSAS CITY CENTER APP/DEP CON 132.9

TOWER 126.075 (1400-0000Z‡) GND CON 119.225

CLNC DEL 121.65 (Provided by KANSAS CITY CENTER when tower clsd)

AIRSPACE: CLASS D svc 1400-0000Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BVO.

BARTLESVILLE (L) VOR/W/DME 117.9 BVO Chan 126 N36°50.06' W96°01.10' 023° 22.6 NM to fld. 940/8E.

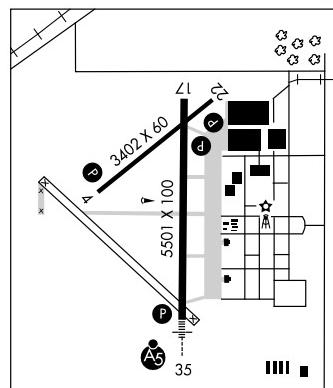
JEFFE NDB (LOM) 335 ID N37°03.95' W95°46.67' 355° 5.6 NM to fld. NOTAM FILE ICT. OTS indef.

ILS/DME 110.7 I-IDP Chan 44 Rwy 35. LOM JEFFE NDB.

KANSAS CITY

H-6I, L-15E

IAP



INGALLS MUNI (30K) 6 NW UTC-6(-5DT) N37°54.41' W100°31.89'

2814 NOTAM FILE ICT

RWY 17-35: H3000X75 (CONC) S-21

RWY 35: Pole.

AIRPORT REMARKS: Unattended. Rwy 17-35 vegetation and loose pieces of conc in joints of rwy.

COMMUNICATIONS: CTAF 122.9

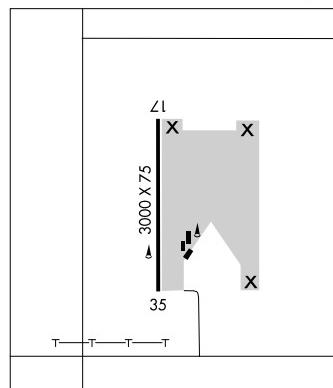
RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14'

W100°43.50' 083° 9.2 NM to fld. 2877/11E.

WICHITA

L-10H, 15C



IOLA

ALLEN CO (K88) 3 SE UTC-6(-5DT) N37°52.09' W95°23.22'
 1015 B FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

RWY 01-19: H5500X100 (CONC) HIRL

RWY 01: REIL, PAPI (P4L). Trees.

RWY 19: REIL, PAPI (P4L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z‡. Powerchute activity on and invof arpt. Wildlife on and invof arpt.

ACTIVATE HIRL Rwy 01-19 and REIL Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.325 (620) 365-1466.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.725

RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.

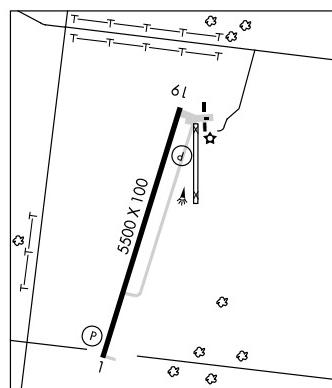
CHANUTE (L) VOR/WDM 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 029° 17.5 NM to fld. 1080/5E.

MONARCH NDB (MHW) 410 MSB N37°47.49' W95°24.90'

012° 4.8 NM to fld. NOTAM FILE ICT.

KANSAS CITY
H-6I, L-10J, 15E
IAP



JEFFE N37°03.95' W95°46.67' NOTAM FILE ICT.

NDB (LOM) 335 ID 355° 5.6 NM to Independence Muni. OTS indef.

KANSAS CITY
L-15E

JETMORE MUNI (K79) 6 S UTC-6(-5DT) N37°59.07' W99°53.66'
 2466 B NOTAM FILE ICT

RWY 17-35: H4205X75 (ASPH-CONC) S-15 LIRL (NSTD)

AIRPORT REMARKS: Unattended. Rwy 17-35 NSTD LIRL due to spacing and number of lghts. ACTIVATE LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 025° 9.6 NM to fld. 2565/8E. HIWAS.

WICHITA
L-10H, 15C

JOHNSON CO EXECUTIVE (See OLATHE)

JOHNSON

STANTON CO MUNI (2K3) 2 NE UTC-6(-5DT) N37°34.96' W101°43.97'

3324 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE ICT

RWY 17-35: H4100X60 (CONC) S-3 MIRL

RWY 17: VASI(V2L)—GA 3.0° TCH 27°. Road.

RWY 35: VASI(V2L)—GA 2.5° TCH 29°. Road.

RWY 08-26: H2140X60 (ASPH) S-3

RWY 26: Road.

AIRPORT REMARKS: Attended 1400-0000Z‡. PAEW adjacent all rwys.

Rwy 08-26 surface cracking with small weeds growing in cracks.

Twy adjacent to Rwy 17-35 unmarked. Rwy 08-26 unmarked.

MIRL Rwy 17-35 preset on low ints dusk-0500Z‡, to increase ints and ACTIVATE after 0500Z‡—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (620) 492-2100.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

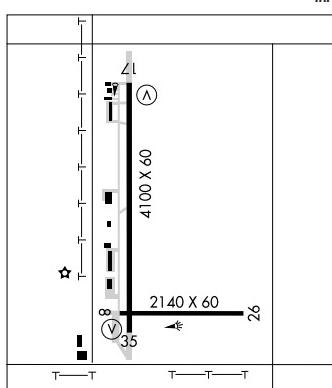
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 301° 48.7 NM to fld. 2891/11E. HIWAS.

BEAR CREEK NDB (MHW) 341 JHN N37°38.14' W101°44.08'

168° 3.2 NM to fld. NOTAM FILE ICT.

WICHITA
L-10G, 15B
IAP



JUNCTION CITY**FREEMAN FLD**

(3JC) 1 NW UTC-6(-5DT) N39°02.60' W96°50.60'

KANSAS CITY

L-10I

IAP

1101 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H3495X75 (ASPH) S-10 MIRL 0.5% up S

RWY 18: Pole. RWY 36: Pole.

RWY 05-23: 1927X200 (TURF) 0.5% up SW

RWY 05: Trees. RWY 23: Pole.

RWY 13-31: 1915X140 (TURF)

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended 1400-2300Z‡. NSTD air traffic control

minima applied IFR arrivals with respect to high performance acft ops conducted within confines of R-3602. Waterfowl on and invoft apt. AER Rwy 05-23 marked with orange and black metal A frames. AER 13 is delineated with orange and black metal A frames with yellow painted tires. Rwy 18-36 thld lghts NSTD for color and six lgt delineation. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

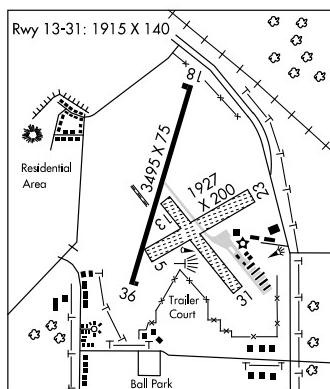
SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 072° 37.1 NM to fld. 1315/7E.

HIWAS.

CAVALRY NDB (MHW) 314 CVY N39°01.56' W96°47.67'

288° 2.5 NM to fld. NOTAM FILE FRI. Unmonitored Sat 1200Z‡-Mon 1200Z‡ and holidays.

**KINGMAN-CLYDE CESSNA FLD**

(9K8) 1 NW UTC-6(-5DT) N37°40.14' W98°07.43'

WICHITA

L-10H, 15C

IAP

1607 B S4 FUEL 100LL NOTAM FILE ICT

RWY 18-36: H4300X75 (CONC) S-30, D-30 HIRL

RWY 18: REIL, PAPI(P4L)—GA 3.0° TCH 36'. Road. Rgt tfc.

RWY 36: REIL, PAPI(P4L)—GA 3.0° TCH 36'. Trees.

RWY 11-29: H3400X60 (CONC) S-30, D-30 0.5% up NW

RWY 29: P-line. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1430-0200Z‡. Parachute

Jumping. Rwy 18 and Rwy 36 REIL OTS indef. ACTIVATE HIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

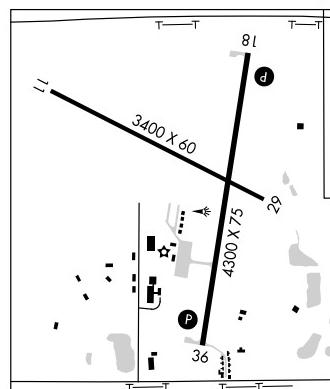
WEATHER DATA SOURCES: AWOS-3 119.325 (620) 532-1272.**COMMUNICATIONS:** CTAF/UNICOM 122.8

② WICHITA APP/DEP CON 125.5

RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 196° 21.6 NM to fld. 1531/9E.

**KINSLEY MUNI**

(33K) 0 SE UTC-6(-5DT) N37°54.54' W99°24.19'

WICHITA

L-10H, 15C

2171 B NOTAM FILE ICT

RWY 18-36: H3290X56 (ASPH) LIRL (NSTD)

RWY 18: Trees.

AIRPORT REMARKS: Unattended. Rwy 18-36 alligator cracking. 165' twr 4000' north and 1000' west of AER 18. NSTD

LIRL; first 180' Rwy 18 unlgtd; first 385' Rwy 36 unlgtd.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 075° 28.8 NM to fld. 2565/8E.

HIWAS.

LA CROSSE**RUSH CO**

(K94) 1 NE UTC-6(-5DT) N38°32.81' W99°17.39'

2070 NOTAM FILE ICT

RWY 17-35: H3200X50 (ASPH) S-12, D-16 MIRL

RWY 17: Road. RWY 35: Building.

AIRPORT REMARKS: Unattended. For emerg ctc sheriffs office

785-222-2578. Twy lights at exit only. For rwy lghts key 122.7 5 times in 5 sec.

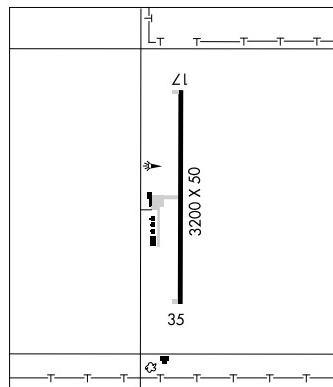
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.

HAYS (L) VORTACW 110.4 HYS Chan 41 N38°50.86'

W99°16.61' 172° 18.0 NM to fld. 1990/10E.

HIWAS.

WICHITA
L-10H**LAKIN** (36K) 2 N UTC-6(-5DT) N37°58.17' W101°15.32'WICHITA
L-10G, 15B

3077 B FUEL 100LL TPA-3900(823) NOTAM FILE ICT

RWY 14-32: H3400X40 (ASPH) MIRL

RWY 14: Road. RWY 32: Road.

RWY 02-20: 2600X90 (TURF)

RWY 20: P-line.

AIRPORT REMARKS: Unattended. Rwy 02-20 rough and uneven.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14' W100°43.50' 266° 25.4 NM to fld.

2877/11E.

LARNED-PAWNEE CO (LQR) 2 N UTC-6(-5DT) N38°12.52' W99°05.16'WICHITA
L-10H, 15C
IAP

2011 B FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H4202X75 (CONC) S-12.5, D-12.5 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. P-line.

RWY 35: REIL. Road. PAPI(P2L)—GA 3.0° TCH 36'.

RWY 04-22: 3179X175 (TURF)

RWY 04: Road. RWY 22: Tower.

RWY 12-30: 3086X180 (TURF)

RWY 12: Fence. RWY 30: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z\$, Sat

1400-1800Z\$. Fuel avbl 24 hrs with credit card. Intersection Rwy 04-22 and Rwy 12-30 soft when wet. Rwy 04-22 has several varmit holes and mounds. Rwy 12-30 has numerous potholes.

ACTIVATE MIRL Rwy 17-35; PAPI and REIL Rwy 17 and Rwy

35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.875 (620) 285-8552.

COMMUNICATIONS: CTAF/UNICOM 122.8

GREAT BEND RCO 122.5 (WICHITA RADIO)

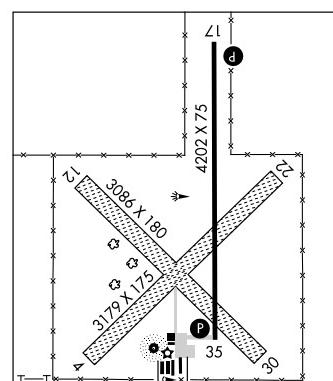
KANSAS CITY CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04'

W100°00.34' 056° 48.6 NM to fld. 2565/8E. HIWAS.

NDB (MHW) 296 LQR N38°12.26' W99°05.27' at fld. NOTAM FILE ICT.



LAWRENCE MUNI (LWC) 3 N UTC-6(-5DT) N39°00.67' W95°12.99'
 833 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE LWC
RWY 15-33: H5700X100 (ASPH) S-40, D-60 MIRL
 RWY 15: PAPI(P4L)—GA 3.0° TCH 45'. Trees.
 RWY 33: MALSR. PAPI(P4R)—GA 3.0° TCH 50'. Tree.

RWY 01-19: H3901X75 (CONC) S-12.5, D-15.6 MIRL
 RWY 01: REIL. PAPI(P2L) Tree. **RWY 19:** REIL. PAPI(P2L) Tree.

AIRPORT REMARKS: Attended 1400-0200Z‡. For fuel after hrs call

785-842-6332. ACTIVATE MIRL Rwy 01-19 and Rwy 15-33, PAPI Rwy 01, Rwy 19, Rwy 15, REIL Rwy 01 and Rwy 19, MALSR Rwy 33—CTAF. PAPI Rwy 33 on continuously.

WEATHER DATA SOURCES: ASOS 121.225 (785) 749-1309.

COMMUNICATIONS: CTAF/UNICOM 123.0

(R) KANSAS CITY CENTER APP/DEP CON 123.8
 KANSAS CITY CENTER CLNC DEL 121.825

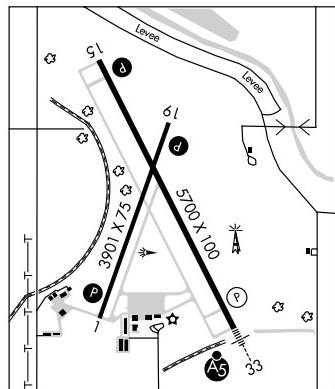
RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.

TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23'
 W95°32.95' 111°17.3 NM to fld. 1070/5E.

NEWBN NDB (LOM) 338 JZ N38°54.83' W95°09.29' 329° 6.5 NM to fld.

ILS 108.9 I-JZM Rwy 33. LOM NEWBN NDB.

KANSAS CITY
 H-5C, L-10J
 IAP



LEOTI

MARK HOARD MEM (3K7) 2 S UTC-6(-5DT) N38°27.48' W101°21.05'

WICHITA
 L-10G

3303 B FUEL 100LL NOTAM FILE ICT

RWY 17-35: H4300X50 (ASPH) HIRL

RWY 17: Road. **RWY 35:** Road.

RWY 08-26: H2450X38 (ASPH) LIRL (NSTD)

RWY 08: Pole.

AIRPORT REMARKS: Unattended. For fuel call 620-375-2723/4950. Rwy 08-26 NSTD LIRL due to spacing. ACTIVATE HIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14' W100°43.50' 307° 43.8 NM to fld. 2877/11E.

LIBERAL MID-AMERICA RGNL (LBL) 2 W UTC-6(-5DT) N37°02.65' W100°57.59'

WICHITA
 H-6G, L-15C
 IAP, AD

2885 B S4 FUEL 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE LBL
RWY 17-35: H7105X100 (CONC-GRVD) S-80, D-100, ST-127 HIRL

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 32'.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 47'.

RWY 04-22: H5721X150 (CONC) S-36, D-58 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 39'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended Mon-Fri 1200-0200Z‡, Sat-Sun

1300-0200Z‡. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call apt manager 620-626-0157 or 620-626-0150. ACTIVATE MIRL Rwy 04-22, and HIRL Rwy 17-35, MALSR Rwy 35, VASI Rwy 17 and Rwy 35, PAPI Rwy 04 and Rwy 22 and REIL Rwy 04, Rwy 17 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (620) 624-1221. Dew point temperature not avbl. HIWAS 112.3 LBL.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 134.0

AIRSPACE: CLASS E svc 1200-0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

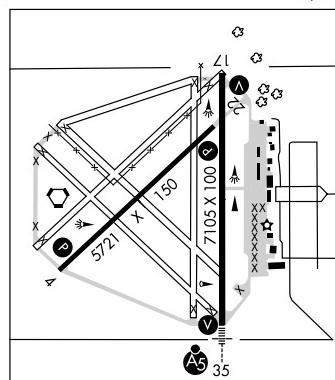
(H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' at fld. 2891/11E. HIWAS.

PANCK NDB (LOM) 383 LB N36°57.87' W100°57.38' 348° 4.8 NM to fld.

ILS 111.3 I-LBL RWY 35. Class IE. LOM PANCK NDB. Unmonitored.

COMM/NAV/WEATHER REMARKS: AWOS-3 dew point temperature not avbl.



LINCOLN MUNI (K71) 2 NW UTC-6(-7DT) N39°03.48' W98°10.02'

WICHITA

1412 S2 FUEL 100LL, JET A NOTAM FILE ICT

RWY 15-33: 2700X370 (TURF) MIRL

RWY 15: Road. RWY 33: Road.

RWY 02-20: 2700X130 (TURF) LIRL

RWY 02: Road. RWY 20: Road.

AIRPORT REMARKS: Attended Mar-Nov, Mon-Fri 1400-2300Z. Arpt may not be attended during periods when agricultural activities are not conducted. For fuel after hrs call 785-524-5240. Rodent activity on Rwy 02-20 and Rwy 15-33 closely monitored by management. Rwy 02—55' tree 400' fm rwy end 150' L with other trees in vicinity.

COMMUNICATIONS: CTAF 122.9

LLOYD STEARMAN (See BENTON)

LUCAS (38K) 1 E UTC-6(-5DT) N39°03.72' W98°31.52'

WICHITA

1485 NOTAM FILE ICT

RWY 17-35: H2904X50 (ASPH) MIRL

RWY 17: Trees. RWY 35: Road.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

LYNDON

POMONA LAKE (39K) 5 N UTC-6(-5DT) N38°41.52' W95°41.40'

KANSAS CITY

1050 NOTAM FILE ICT

RWY 16-34: H2170X60 (TURF-GRVL)

RWY 16: Road. RWY 34: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS-SR indef. Ultralight activity on and inofv arpt. Rwy 16-34 has hangars and trees both sides of rwy. Rwy 16-34 loose gravel, rough surface.

COMMUNICATIONS: CTAF 122.9

LYONS-RICE CO MUNI (LYO) 1 W UTC-6(-5DT) N38°20.57' W98°13.61'

WICHITA

L-10H

IAP

1691 B S4 FUEL 100LL NOTAM FILE ICT

RWY 17R-35L: H2999X50 (ASPH) S-4 LIRL 0.4% up N

RWY 17R: Road. Rgt tfc.

RWY 17L-35R: 2550X150 (TURF) 0.4% up N

RWY 17L: Thld dspclcd 250'. Road. RWY 35R: Rgt tfc.

RWY 14-32: 1700X100 (TURF) 0.6% up NW

RWY 14: Antenna. RWY 32: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. For attendance other times on req call 620-257-5002. Parachute Jumping. Ultralight activity on and inofv arpt. Rwy 14-32 CLOSED indef. Rwy 17R-35L CLOSED for reconstruction. Rwy 17L-35R dspclcd thlds marked with square green and white panels.

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) KANSAS CITY CENTER APP/DEP CON 118.8

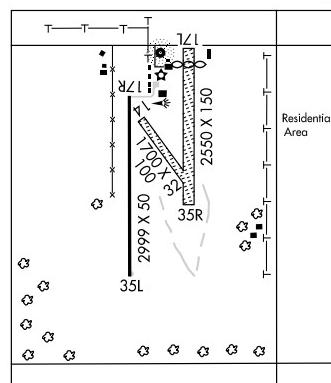
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

HUTCHINSON (L) VOR/W/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 317° 24.9 NM to fld. 1531/9E.

NDB (MHW) 386 LYO N38°20.83' W98°13.62' at fld.

NOTAM FILE ICT.



MAIZE (See WICHITA-MAIZE)

MANHATTAN RGNL (MHK) 4 SW UTC-6(-5DT) N39°08.46' W96°40.25'
 1057 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks
 NOTAM FILE MHK

KANSAS CITY
 H-5C, L-10I
 IAP, AD

RWY 03-21: H7000X150 (CONC-GRVD) S-75, D-110, ST-175
 HIRL

RWY 03: MALS.R. VASI(V4L)—GA 3.0° TCH 50'. Trees. Rgt tfc.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 35'. Trees.

RWY 13-31: H3800X100 (ASPH-CONC) S-24, D-33
 MIRL 0.3% up NW

RWY 13: VASI(V4L)—GA 3.5° TCH 40'. Tree.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 42'. P-lines. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: ASDA-6600 LDA-6600

AIRPORT REMARKS: Attended 1200-0400Z‡. Coyotes and deer on and invof all rwy's. Migratory birds invof arpt Mar-May and Sep-Nov.

Rwy 13-31 CLOSED indef. Military airfield 7 miles SW resembles this arpt. Class I, ARFF Index B, 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 785-587-4565. After hrs air carrier ops are not authorized in excess of 15 minutes before or after scheduled arrival or departure time without prior coordination to confirm ARFF services are avbl prior to landing or takeoff. Contact MHK ARFF

785-587-4521. Rwy 13-31 CLOSED to acft over 33,000 pounds. Non-standard air traffic control minima applied IFR arrivals with respect to high performance acft ops conducted within confines of R-3602. Index C available upon request. TPA 1900(843) light acft, 2500(1443) turbine powered acft. ACTIVATE MALS.R RWY 03—CTAF. When tw clsd ACTIVATE HIRL Rwy 03-21 and MIRL Rwy 13-31, REIL Rwy 21 and Rwy 31—CTAF. VASI Rwy 03, Rwy 21, Rwy 13 and Rwy 31 opr continuous.

WEATHER DATA SOURCES: ASOS 119.075 (785) 537-1035.

HIWAS 110.2 MHK. LAWRS (1300-0300Z‡).

COMMUNICATIONS: CTAF 118.55

RCO 122.65 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 127.35

TOWER 118.55 (1300-0300Z‡) GND CON 121.85

AIRSPACE: CLASS D svc 1300-0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MHK.

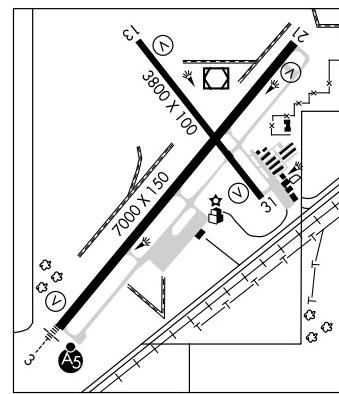
(T) VOR/WOME 110.2 MHK Chan 39 N39°08.73' W96°40.12' at fld. 1044/6E. HIWAS.

DME portion unusable 230°-360° byd 10 NM below 3,500'

VOR portion unusable 260°-282° byd 10 NM below 3,500'

ILS 111.3 I-MHK Rwy 03 Class IE.

COMM/NAV/WEATHER REMARKS: Multicom 122.85 avbl.



MANKATO (TKO) 1 NW UTC-6(-5DT) N39°48.17' W98°13.27'

WICHITA
 L-10H

1859 NOTAM FILE ICT

RWY 17-35: H3540X50 (ASPH) LIRL

RWY 17: Fence.

RWY 09-27: 2505X100 (TURF)

RWY 09: Trees. **RWY 27:** Road.

AIRPORT REMARKS: Attended Mar-Oct Mon-Fri 1300-2300Z‡. Rwy 17-35 and twys beginning to crack and spall. At the intersection of Rwy 09-27 and Rwy 17-35 a slight change in elevation may cause a rough crossing. White painted tires delineate the 4' fence on the AER 17. Rwy 17 tires are overgrown with weeds.

COMMUNICATIONS: CTAF 122.9

RCO 122.1R 109.8T (WICHITA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

(L) VORTAC 109.8 TKO Chan 35 N39°48.38' W98°15.60' 087° 1.8 NM to fld. 1880/10E.

VORTAC unusable 305°-315° byd 35 NM. VOR portion unusable 305°-030° byd 30 NM bld 4,500'.

MARION MUNI (43K) 2 SE UTC-6(-5DT) N38°20.25' W96°59.50'

KANSAS CITY

1390 B FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 03-21: 2745X95 (TURF)

RWY 03: Fence. **RWY 21:** P-line.

RWY 13-31: 2722X50 (TURF)

RWY 13: Trees.

RWY 17-35: H2573X40 (ASPH) LIRL

RWY 18-36: 2310X67 (TURF)

RWY 18: Fence.

AIRPORT REMARKS: Unattended. Rwy 03-21 is slightly rough. Rwy 03 Controlling Obstruction the proximity of the fence to the Rwy establishes the controlling obstruction. The 35' to 40' trees directly behind would be more of a concern for approaching acft. Rwy 17-35 has extensive cracking. Rwy 18-36 thld delineated with yellow painted tires. Rwy 03-21 and Rwy 13-31 edges marked with yellow painted tires.

COMMUNICATIONS: CTAFF 122.9

MARK HOARD MEM (See LEOTI)

MARSHALL AAF (FORT RILEY) (FRI)(KFRI) A 3 NE UTC-6(-5DT)

KANSAS CITY

L-101

N39°03.16' W96°45.87'

DIAP

1065 B NOTAM FILE ICT

Not insp.

RWY 04-22: H4503X100 (CONC) PCN 5 R/D/W/T HIRL

RWY 04: ODALS. Rgt tfc.

MILITARY SERVICE: LGT ACTIVATE HIRL, Rwy 04-22, 5 times on, 7 times off, Rwy 04 ODALS 3 times low ints, 6 times med ints. 9 times high ints—126.2.

MILITARY REMARKS: Opr Mon 0500–Sat 0530Z‡ except holidays, other times CTAFF. Deer and coyote hazard. Migratory birds vicinity of afld. **RSTD** 24 hr PPR for all acft. Ctc Base OPS DSN 856–2530, C785–239–2530. **CAUTION** Rotary wing acft opr with minimum lgt SS–SR. Surface winds from north are 10–15 knots below apch winds on Rwy 04. **TEC PAT** Left and rgt. Rotary wing 1800(735) fixed wing 2600(1535). **MARSHALL RADIO** Opr Mon 1400 thru Sat 0530Z‡ exc weekends and hol. Ctc prior to entry R3602A/B 118.375 247.00 **MISC** No hangar transient acft. Base Ops FAX DSN 856–2745 C785–239–2745.

COMMUNICATIONS: CTAFF 126.2 248.65 **ATIS** 121.025

KANSAS CITY CENTER APP/DEP CON 127.35 257.97

TOWER 126.2 248.65 (Mon–Sat 1400–0530Z‡, except weekend and holidays) **GND CON** 140.2 229.4

CNC DEL 119.65

PMSV METRO 343.5 Full svc Mon–Fri during afld hr, ltd svc OT. Weekday Wx opr hr may vary with local flying schedule. Wx DSN 856–6562, C785–239–6562. Afld Wx is monitored by AN/FMQ–19. Observation avbl at DSN 856–3634, C785–239–9328. Wx observation obstructed 090°–180° by hills and buildings. Remote brief svc avbl 26 OWS. Barksdale AFB DSN 781–4775, C318–456–4775, toll free 1–866–223–9328.

VFR ADVISORY SVC 126.2 248.65 (Mon 0500–Sat 0530Z‡, except holidays; other times CTAFF.) **OPS** 40.55

AIRSPACE: **CLASS D** svc Mon–Sat 1400–0600Z‡, except weekends and holidays, other times **CLASS E**.

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

FORT RILEY (T) VORW 109.4 FRI N38°58.21' W96°51.66' 036° 6.7 NM to fld. VOR unmonitored

Sat 1200Z‡–Mon 1200Z‡ and holidays. VOR unusable 282°–292°.

CAVALRY NDB (MHW) 314 CVY N39°01.56' W96°47.67' 035° 2.1 NM to fld. NOTAM FILE FRI. NDB unmonitored Sat 1200Z‡–Mon 1200Z‡ and holidays.

MARYSVILLE MUNI (MYZ) 1 NE UTC-6(-5DT) N39°51.32' W96°37.84'

KANSAS CITY

L-101

IAP

1283 B NOTAM FILE ICT

RWY 15-33: H4200X60 (ASPH) MIRL

RWY 15: Tree. RWY 33: Trees.

RWY 02-20: 2190X75 (TURF)

RWY 02: Tree. RWY 20: Brush.

AIRPORT REMARKS: Unattended. Rwy 02-20 CLOSED indef. TV twr +499'. 9 miles N of arpt approximately ¼ mile left of AER 15. Rwy 02-20 not maintained. ACTIVATE MIRL Rwy 15-33—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

PAWNEE CITY RCO 122.1R 112.4T (COLUMBUS RADIO)

KANSAS CITY CENTER APP/DEP CON 123.8

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 219° 28.5 NM to fld. 1360/5E. HIWAS.

NDB (MHW) 341 MYZ N39°51.17' W96°38.00' at fid.

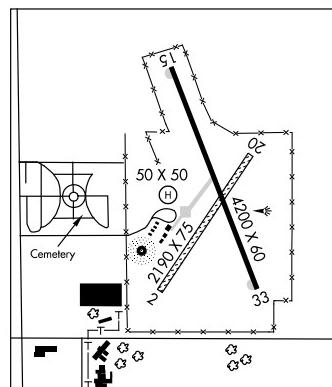
NOTAM FILE ICT.

• •

HELIPAD H1: H50X50 (CONC)

H1: Pole.

HELIPORT REMARKS: 50' pole 270' SW of helipad.



MCCONNELL AFB	(IAB)(KIAB)	AF (AFRC ANG)	4 S	UTC-6(-5DT)	WICHITA	
	N37°37.38' W97°16.04'				H-5C, L-10I, 15D	
1371 B AOE	NOTAM FILE ICT			Not insp.	DIAP, AD	
RWY 01L-19R: H12000X200 (CONC)	PCN 73 R/B/W/T	HIRL				
RWY 01L: ALSF1. AF OVRN. PAPI(P4L)—GA 3.0°.		RWY 19R: ALSF1. PAPI(P4L)—GA 3.0°.				
RWY 01R-19L: H12000X150 (PEM-GRVD)	PCN 58 R/B/W/T	HIRL				
RWY 01R: SSALR. PAPI(P4L)—GA 3.0°.		RWY 19L: ALSF1. PAPI(P4L)—GA 3.0°.				
MILITARY SERVICE: LGT Rwy 01L-19R PAPI runway reference point not coincidental with ILS runway point of intercept.						
JASU 4(M32A-86) (MA-1A) (MC-1A) 2(MC-2A) 5(MD-4) 3(AM32-95)	FUEL J8	FLUID LPOX				
OIL 0-133-148-156 SOAP. SOAP svcs not avbl for transient acft.	TRAN ALERT	No priority basis. Limited tran				
maintenance svc avbl weekdays 1300—0200Z‡, Sat 1300—2300Z‡, Sun 1300—2200Z‡, cld holidays. Remain overnight arrive no later than 30 minutes and gas and go arrival no later than 1 hr prior to tran alert closing. No fleet svc avbl. No potable water svc. Limited de-icing of tran acft avbl. Tran maintenance not avbl outside published hrs. Trans svc limited. Weapons/guns, arm/de-arm/safeing not avbl. Extremely limited parking. Parking space, servicing and remain overnight cannot be assured without prior coordination DSN 743-3701, C316-759-3701. Ground servicing not avbl when lightning within 5 NM.						
MILITARY REMARKS: See FLIP AP/1 for BASH, wx restrictions, and Supplementary Arpt Information. RSTD PPR all acft except distinguished visitor code 6 or higher, AIREVAC, AMC and Special Air Mission missions. For all PPR but Boeing input, contact DSN743-3701 for PPR. For Boeing input, include scheduled moderate/maintenance input, contact Boeing flight ops C316-977-5304 for PPR. Inbound acft with distinguished visitor ctc Comd Post 20 min prior to estimated time of arrival with block time. Do not over fly munitions storage area 2500' east of midpoint Rwy 01R-19L. All inbound passenger/cargo acft must ctc Comd Post no later than 30 min prior to ldg. Ctc PTD/ATIS for current bird watch condition. Practice apch (VFR/IFR) restricted to KC-135 acft only 0400—1200Z‡. Acft carrying hazardous cargo rqr 24 hr prior notice. BASH RESTRICTIONS – Anytime bird watch condition MODERATE, VFR/IFR patterns will be closed to all aircraft and only initial takeoffs and final landings will be allowed provided arrival and departure routes avoid bird activity. In addition, during Phase II (1 Sep—28 Feb, unless extended by NOTAM) Bash window (1 hour prior to and 1 hour after sunrise and sunset) VFR/IFR patterns will be closed to all aircraft and only initial takeoffs and final landings will be allowed provided arrival and departure routes avoid bird activity. Anytime bird watch condition SEVERE, VFR/IFR patterns will be closed to all aircraft and all takeoffs and landings require approval of 22 OG/CC. Airborne aircraft other than IFE or min fuel will divert or hold until bird watch condition is downgraded. Aircraft requesting to land or takeoff in bird watch condition SEVERE will contact Command Post. CAUTION Acft may appear to be left of course when flying instrument apch to Rwy 01L in instrument meteorological conditions due to parallel Rwy 01R apch lgt. NSTD twy. First 1000' of Rwy 01R-19L are concrete, mid 10,000' is asphalt. The mid 9500' of rwy is grooved. MISC Command Post DSN 743-3251, C316-759-3251. B-52's flight planning into KIAB, check AP/1 for gnds ops restrictions. ANG KS ANG comd post DSN 743-7070/7071, C316-759-7070/7071. KS ANG OPS DSN 743-7187, C316-759-7187.						
COMMUNICATIONS: SFA D-ATIS 124.65 269.9 PTD 372.2						
(BOEING WICHITA RADIO 123.125)						
(R) WICHITA APP CON 126.7 353.5 (West of ICT) 134.8 269.1 (East of IAB at or blo 4000') 134.85 385.55 (East of IAB abv 4000')						
TOWER 127.25 233.7 291.775	GND CON 118.0 275.8					
(R) WICHITA DEP CON 134.8 269.1 (at or blo 4000') 134.85 385.55 (abv 4000')						
COMD POST 311.0 321.0	BOEING GND CON 266.025	PMSV METRO 375.2	Weather station operates Mon-Fri 0800—0200Z‡, weekend and holiday as rqr. Full svc PMSV avbl via 26 OWS. AWOS in use. Transient aircrws may ctc 26 OWS for a weather briefing DSN 781-4775 C318-456-4775. When possible, provide 2 hrs advance notice for all required briefings.	KS ANG OPS 301.6		
RADIO AIDS TO NAVIGATION: NOTAM FILE IAB.						
(L) TACAN Chan 112 IAB (116.5)	N37°37.31' W97°16.09'	at fld. 1374/7E. No NOTAM MP Wed 1300—1500Z‡ (2000/3+1).				
TACAN unusable:						
030°–160° byd 25 NM blo 4,000'		220°–300° byd 25 NM blo 7,000'				
160°–220° byd 25 NM blo 5,500'		300°–030° byd 25 NM blo 5,500'				
ILS 111.1 I—IAB Rwy 01L.	Localizer signal restricted to 25° either side of centerline. No NOTAM MP Tue 1300—1800Z‡ (2000/3+1).					
ILS 109.9 I—CWX Rwy 19R.						

McPHERSON (MPR) 1 SW UTC-6(-5DT) N38°21.15' W97°41.48'

1498 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

RWY 18-36: H5502X100 (CONC) S-30 MIRL

RWY 18: REIL, PAPI(P2L)—GA 3.0° TCH 40'.

RWY 36: REIL, PAPI(P2L)—GA 3.0° TCH 40'.

RWY 08-26: 2511X75 (TURF)

RWY 08: P-line. **RWY 26:** P-line.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡, Sat

1400-1800Z‡. 100LL is avbl by use of credit card. Rwy 08-26 thldls and edges marked by yellow cones. Rwy 18-36 and portions of twys and tie down areas are a combination of concrete and asph. Rotating bcn OTS indef. MIRL Rwy 18-36 preset on med ints, to change ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (620) 241-2498.

COMMUNICATIONS: CTAf/UNICOM 122.8

RCO 122.15 (WICHITA RADIO)

(R) WICHITA APP/DEP CON 125.5

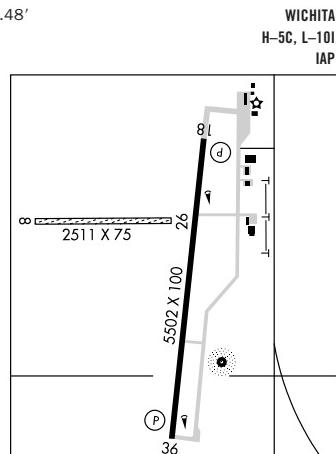
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

HUTCHINSON (L) VOR/VOR/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 019° 24.2 NM to fld. 1531/9E.

NDB (MHW) 227 MPR N38°20.91' W97°41.24' at fld.

NOTAM FILE ICT.



MEADE MUNI (MEJ) 1W UTC-6(-5DT) N37°16.61' W100°21.39'

2529 B FUEL 100LL NOTAM FILE MEJ

RWY 17-35: H4800X75 (CONC) MIRL 0.3% up N

RWY 17: PAPI(P2L), Road. **RWY 35:** PAPI(P2L), Road.

RWY 08-26: 2553X80 (TURF) 0.7% up W

RWY 08: Road. **RWY 26:** Post.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡. Rwy 08-26 rough, uneven and marked. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.425 (620) 873-8447.

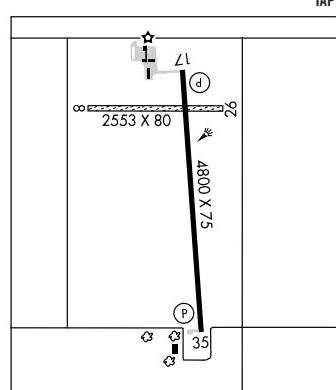
COMMUNICATIONS: CTAf/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 054° 32.6 NM to fld. 2891/11E. HIWAS.



MEDICINE LODGE (K51) 3 SE UTC-6(-5DT) N37°15.75' W98°32.77'

WICHITA

L-15D

1543 NOTAM FILE ICT

RWY 16-34: H3200X42 (ASPH) LIRL

RWY 16: Hill.

RWY 01-19: 2270X90 (TURF)

RWY 01: Trees. **RWY 19:** Tree.

RWY 13-31: 1690X80 (TURF)

RWY 13: Trees. **RWY 31:** Fence.

AIRPORT REMARKS: Unattended. For svc and arpt information call Sheriff, 620-886-5678. Ultralights on and inovf arpt. Rwy 16-34 markings NSTD; narrow centerline and no numbers.

WEATHER DATA SOURCES: AWOS-3 119.625 (620) 886-3290.

COMMUNICATIONS: CTAf 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54' W98°10.24' 282° 19.0 NM to fld. 1390/7E.

MIAMI CO (See PAOLA)

MINNEAPOLIS CITY CO (45K) 2 SW UTC-6(-5DT) N39°05.68' W97°43.24'

1245 NOTAM FILE ICT

RWY 16-34: H3970X20 (ASPH)

RWY 16: Trees. **RWY 34:** Trees.

AIRPORT REMARKS: Attended Apr-Nov dawn-dusk. Arpt opr daylight hrs only. Deer on and invof arpt.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 134.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

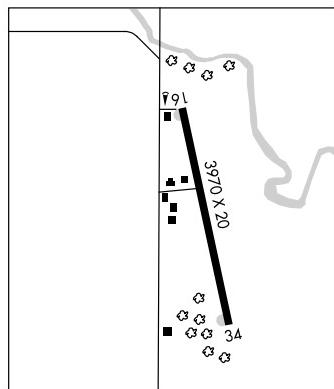
SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 329° 11.2 NM to fd. 1315/7E.

HIWAS.

WICHITA

L-10I



MOLINE

ELK CO (2K6) 3 NE UTC-6(-5DT) N37°22.84' W96°16.25'

KANSAS CITY

1063 NOTAM FILE ICT

RWY 18-36: H2510X40 (ASPH)

RWY 18: P-line. **RWY 36:** Pole.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 18-36 pavement badly cracked with vegetation growing through cracks. Rwy 36 obstruction on the left side consist of power poles that are marked with orange tennis balls. The poles that constitute the controlling obstruction on the right are not visibly marked or lgtd.

COMMUNICATIONS: CTAF 122.9

MONARCH N37°47.49' W95°24.90' NOTAM FILE ICT.

KANSAS CITY

NDB (MHW) 410 MSB 012° 4.8 NM to Allen Co.

L-10J, 15E

MONTEZUMA MUNI (K17) 2 SW UTC-6(-5DT) N37°35.14' W100°28.21'

WICHITA

2780 NOTAM FILE ICT

RWY 17-35: 4000X120 (TURF-DIRT)

RWY 17: Thld dsplcd 700'. P-line. **RWY 35:** P-line.

AIRPORT REMARKS: Unattended. Rwy 17-35 rough and uneven. +6' irrigation engine/pump located on Rwy 17-35 W edge near windsock. (Two) +4' natural gas risers located on Rwy 17-35 west edge. Rwy 17-35 marked with tires painted white. Rwy 17 dsplcd thld marked with concrete slabs. Rwy 17-35 p-lines marked with red balls.

COMMUNICATIONS: CTAF 122.9

MORITZ MEM (See BELOIT)

MORRISON N39°45.70' W97°02.54' NOTAM FILE ICT.

WICHITA

NDB(MHW) 212 DBX 182° 1.7 NM to Washington Co Mem. Unusable byd 15 NM.

L-10I

MOUNDRIDGE MUNI (47K) 1 E UTC-6(-5DT) N38°12.55' W97°30.16'

1489 B FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 17-35: H3405X50 (ASPH) LIRL

RWY 17: Road. RWY 35: Road.

AIRPORT REMARKS: Mon-Fri 1400-2300Z#. Self svc fuel avbl by credit card. Twy and tiedown areas soft.

COMMUNICATIONS: CTAF 122.9

(R) WICHITA APP/DEP CON 125.5.

RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

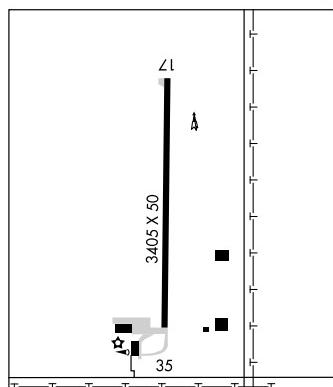
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 049° 24.1 NM to fld. 1531/9E.

WICHITA

L-10I, 15D

IAP



NEODESHA MUNI (2K7) 2 NE UTC-6(-5DT) N37°26.12' W95°38.77'

KANSAS CITY

L-15E

IAP

841 B FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 02-20: H2998X46 (ASPH) S-11 LIRL (NSTD) 0.6% up N

RWY 02: REIL, Trees. RWY 20: REIL, Fence.

RWY 15-33: 2050X45 (TURF) 0.7% up N

RWY 15: Fence. RWY 33: Tree.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof apt.

Wildlife on and invof apt. Rwy 02-20 rwy wavy. Rwy 15-33 white barrel markers on both ends. Rwy 02-20 NSTD LIRL, all clear lenses.

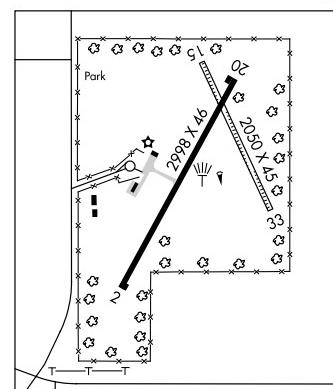
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.

CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 187° 11.7 NM to fld. 1080/5E.



NESS CITY MUNI (48K) 1 N UTC-6(-5DT) N38°28.27' W99°54.48'

WICHITA

L-10H

2308 B NOTAM FILE ICT

RWY 17-35: H3156X48 (ASPH) LIRL

RWY 17: P-line. RWY 35: Bldg.

AIRPORT REMARKS: Unattended. Rwy edges and twys soft. Rwy 35 apch is obstructed by bldgs L and R of centerline, a lgtd windsock and rotating bon atop a hangar L of rwy centerline.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 359° 37.5 NM to fld. 2565/8E. HIWAS.

NETTE N38°46.15' W99°15.08' NOTAM FILE HYS.

WICHITA

NDB (LOM) 374 HY 339° 4.7 NM to Hays Rgnl.

NEWBN N38°54.83' W95°09.29' NOTAM FILE LWC.

KANSAS CITY

NDB (LOM) 338 JZ 329° 6.5 NM to Lawrence Muni.

NEW CENTURY AIRCENTER (See OLATHE)

NEWTON-CITY-CO (EWK) 3 E UTC-6(-5DT) N38°03.49' W97°16.47'

1533 B S4 FUEL 100LL, JET A, MOGAS OX 2 NOTAM FILE EWK
RWY 17-35: H7003X100 (ASPH) S-50, D-75, ST-95, DT-135 HIRL

RWY 17: MALSR, VASI(V4L)—GA 3.0° TCH 55'.

RWY 35: REIL, VASI(V4L)—GA 3.0° TCH 50'.

RWY 08-26: H3501X60 (ASPH) S-13 MIRL

RWY 08: REIL, PAPI(P4L)—GA 3.0° TCH 29'.

RWY 26: REIL, PAPI(P4L)—GA 3.0° TCH 29'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-3501 TODA-3501 ASDA-3501 LDA-3501

RWY 17: TORA-7003 TODA-7003 ASDA-6705 LDA-6705

RWY 26: TORA-3501 TODA-3501 ASDA-3501 LDA-3501

RWY 35: TORA-7003 TODA-7003 ASDA-7003 LDA-7003

AIRPORT REMARKS: Attended 1300-0500Z#. Phone number for fuel after hrs posted at arpt. Touchdown area of Rwy 26 is not visible from touchdown area of either Rwy 17 or Rwy 35. Rwy 26 PAPI OTS indef. ACTIVATE HIRL, VASI Rwy 17 and Rwy 35, PAPI Rwy 08 and Rwy 26, REIL Rwy 08, Rwy 26 and Rwy 35 and MALSR Rwy 17—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.875 (316) 283-8789.

COMMUNICATIONS: CTAF/UNICOM 123.0

(R) WICHITA APP/DEP CON 125.5 CLNC DEL 126.55

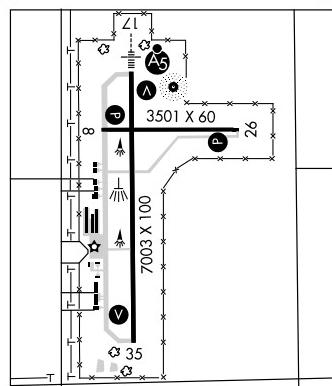
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72' W97°35.03' 031° 23.8 NM to fld. 1471/7E. HIWAS.

NDB (MHW) 281 EWK N38°03.85' W97°16.41' at fld. NOTAM FILE EWK.

HARVS NDB (LOM) 395 CA N38°08.70' W97°16.57' 173° 5.2 NM to fld.

ILS 111.7 I-CAC Rwy 17. LOM HARVS NDB.



NORTON MUNI (NRM) 1 N UTC-6(-5DT) N39°51.03' W99°53.68'

2383 B FUEL 100LL NOTAM FILE ICT

RWY 16-34: H4700X60 (CONC) HIRL 0.5% up NW

RWY 08-26: 2117X125 (TURF)

RWY 08: Fence. RWY 26: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z#. For svc after hrs call 785-877-2201/3447. Rotating beacon OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.275 (785) 874-4277.

COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 132.5.

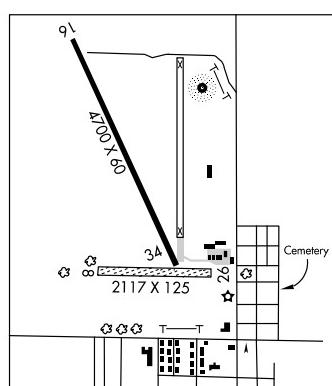
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 015° 38.7 NM to fld. 2690/8E. HIWAS.

NDB (MHW) 230 NRN N39°51.32' W99°53.42' at fld.

Unusable byd 20 NM. NOTAM FILE ICT.



NORWICH (49K) 1 E UTC-6(-5DT) N37°27.33' W97°50.02'

1494 NOTAM FILE ICT

RWY17-35: 3230X80 (TURF) LIRL (NSTD)

RWY 17: P-line. RWY 35: Thld dispcl 180'. Railroad.

AIRPORT REMARKS: Unattended. Rwy 35 dispcl thld marked with 2 lgts either side with painted tires. Irrigation pump and fuel tank 75' left of centerline Rwy 17 150' S of thld. NSTD LIRL Rwy 17-35, incorrect spacing.

COMMUNICATIONS: CTAF 122.9

WICHITA

OAKLEY MUNI (OEL) 2 SE UTC-6(-5DT) N39°06.60' W100°48.99'

3045 B S4 FUEL 100LL NOTAM FILE ICT

RWY 16-34: H5000X75 (CONC) S-30 MIRL 0.5% up NW

RWY 08-26: 2270X110 (TURF)

RWY 08: Antenna. RWY 26: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡. For svc after hrs, call 785-672-4270. For fuel after hrs call 785-672-4111. MIRL Rwy 16-34 preset low ints dusk-0430Z‡, to increase ints ACTIVATE—CTAF, after 0430Z‡ ACTIVATE MIRL Rwy 16-34—CTAF. Key mike 5 times-low, 7 times-medium and 9 times-high.

WEATHER DATA SOURCES: AWOS-3 118.325 (785) 672-4194.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 244° 28.9 NM to fld. 2690/8E. HIWAS.

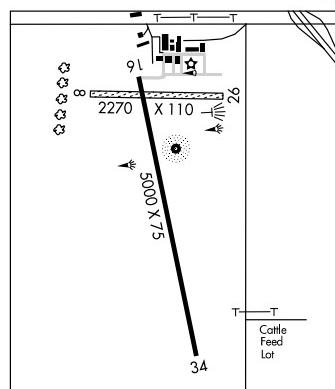
NDB (MHW) 380 OEL N39°06.75' W100°48.92' at fld.

NOTAM FILE ICT.

WICHITA

H-5B, L-10G

IAP



OBERLIN MUNI (OIN) 1 NW UTC-6(-5DT) N39°50.04' W100°32.36'

2703 B S4 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3793X50 (ASPH) S-4 LIRL 0.9% up N

RWY 17: Tree. RWY 35: Pole.

RWY 12-30: 2850X125 (TURF) 1.2% up NW

RWY 30: Trees.

RWY 03-21: 2000X190 (TURF) 0.3% up NE

RWY 03: Tree. RWY 21: Road.

AIRPORT REMARKS: Attended dawn-dusk. Rwy 12-30 rough when crossing Rwy 17-35.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 329° 37.4 NM to fld. 2690/8E. HIWAS.

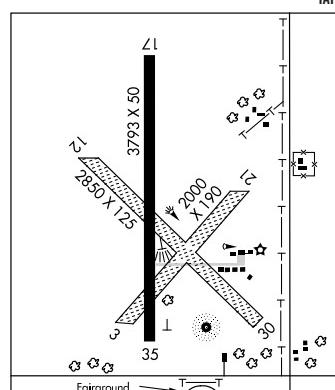
NDB (MHW) 341 OIN N39°49.78' W100°32.26' at fld.

NOTAM FILE ICT.

WICHITA

L-10H

IAP



OLATHE

CEDAR AIR PARK (51K) 4 NW UTC-6(-5DT) N38°55.88' W94°53.10'

KANSAS CITY

1020 NOTAM FILE COU

RWY 17-35: 2440X75 (TURF)

RWY 17: Tree. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof apt. 5' drop 30' off approach end of Rwy 17. Trees both sides of rwy. Golf course N end of Rwy 17 can be mistaken for apt. Rwy 17 outlined with concrete pads at 300' intervals. Rwy 17 ends marked with yellow concrete pads.

COMMUNICATIONS: CTAF/UNICOM 122.7

JOHNSON CO EXECUTIVE (OJC) 4 SE UTC-6(-5DT) N38°50.86' W94°44.26'
 1096 B S4 FUEL 100LL, JET A OX 2, 4 TPA—See Remarks NOTAM FILE OJC

KANSAS CITY

L-10J, A

RWY 18-36: H4098X75 (CONC) S-12.5 MIRL 1.1% up N
 RWY 18: VASI(V2R)—GA 3.0° TCH 25'. RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended continuously. Birds and waterfowl on and inflow apt. Acft exceeding 12,500 lbs must ctc apt manager at 913-715-6000 for PPR. Upon takeoff for Rwy 18 and 36 maintain rwy heading until passing 1,600' MSL. TPA low performance acft 2096(1000), high performance acft 2596(1500). ACTIVATE VASI Rwy 18, MALSR Rwy 36—CTAF. VASI Rwy 18 and Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: ASOS (913) 780-6969. LAWRS.

COMMUNICATIONS: CTAF 126.0 ATIS 119.35 (913)764-9272 UNICOM 122.95

RCC 122.15 (COLUMBIA RADIO)

(R) KANSAS CITY APP/DEP CON 118.9

EXECUTIVE TOWER 126.0 (1300-0300Z#) GND CON 121.6

AIRSPACE: CLASS D svc 1300-0300Z# other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OJC.

(T) VORW/DME 113.0 OJC Chan 77 N38°50.44' W94°44.21' at fld. 1034/6E.

DUSTT NDB (LOM) 368 IX N38°44.32' W94°53.51' 044° 9.8 NM to fld. NOTAM FILE IXD.

FUROR NDB (LOM) 526 OJ N38°56.12' W94°44.28' 176° 5.2 NM to fld.

HERBB NDB (LOM) 420 PK N38°45.19' W94°44.21' 356° 5.7 NM to fld. LOM unmonitored.

ILS 111.1 I-OJC Rwy 18. LOM FUROR NDB. Loc only. Unmonitored when twr clsd.

ILS 108.3 I-PKX Rwy 36. LOM HERBB NDB. Loc only. Loc unusable byd 17 NM bld 3000'. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not available at tower.

* * * * *

HELIPAD H1: H100X75 (ASPH)

HELIPORT REMARKS: Helipad H1 CLOSED indefinitely.

NEW CENTURY AIRCENTER (IXD) 4 SW UTC-6(-5DT) N38°49.86' W94°53.42'

KANSAS CITY

1087 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See remarks NOTAM FILE IXD
 RWY 18-36: H7339X150(ASPH) S-75, D-175, ST-175, DT-350 HIRL 0.5% up N

H-5C, L-10J, A
 IAP, AD

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 46'.

RWY 36: MALSR. Rgt tfc.

RWY 04-22: H5132X100 (ASPH) S-47, D-55 MIRL 0.5% up NE

RWY 04: PAPI(P4L)—GA 3.0° TCH 31'. Bldg. Rgt tfc.

RWY 22: Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	04-22	2700
RWY 22	18-36	3300
RWY 36	04-22	3650

AIRPORT REMARKS: Attended Sun-Thu—all hrs, Fri-Sat 1200-0500Z#.

Birds and waterfowl on and inflow apt. Twr view of SW end of Twy F and Rwy 04-22 is obscured. Low sun angles reduce visibility when crossing Rwy 18-36 from Twy A or B. When twr clsd ACTIVATE

MALSR Rwy 36—CTAF. VASI Rwy 18 on 24 hrs. TPA single-engine acft 2087(1000), multi-engine turbine acft 2587(1500).
WEATHER DATA SOURCES: ASOS 135.325 (913) 780-6987.

COMMUNICATIONS: CTAF 133.0 UNICOM 122.95

(R) KANSAS CITY APP/DEP CON 118.9

TOWER 133.0 (1200-0400Z#) GND CON 124.3

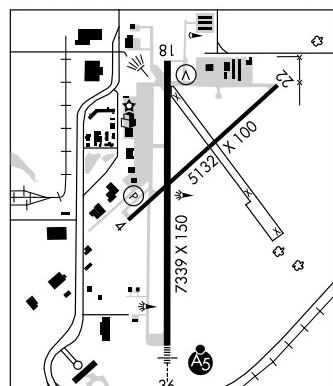
AIRSPACE: CLASS D svc 1200-0400Z# other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OJC.

JOHNSON CO (T) VORW/DME 113.0 OJC Chan 77 N38°50.44' W94°44.21' 259° 7.2 NM to fld. 1034/6E.

DUSTT NDB (LOM) 368 IX N38°44.32' W94°53.51' 357° 5.5 NM to fld.

ILS/DME 110.9 I-IXD Chan 46 Rwy 36. LOM DUSTT NDB. Unmonitored when tower clsd.



ONAGA**CHARLES E. GRUTZMACHER MUNI**

1183 NOTAM FILE ICT

RWY 18-36: 2200X61 (TURF)**RWY 36:** Trees.**AIRPORT REMARKS:** Unattended. Rwy 18-36 several hundred feet of rwy near midfield is extremely rough. Rwy 18-36

AER 36 marked with 4 white lgts on 36 inch pedestals. First 600' Rwy 36 lgtd, W side only. Rwy 18-36 width varies fm minimum 61' at AER 36 to maximum 136' at midfield. Rwy 18-36 edges marked with 36 inch white plastic posts at 200' spacing. AER 36 marked with 24 inch green panels.

COMMUNICATIONS: CTAF 122.9**KANSAS CITY****OSAGE CITY MUNI**

(53K) 1 E UTC-6(-5DT) N38°38.01' W95°48.11'

KANSAS CITY

1105 B FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 17-35: H2560X40 (ASPH) RWY LGTS(NSTD)**RWY 17:** Thld dsplcd 215'. Tree. **RWY 35:** Thld dsplcd 252'.**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs with credit card. Parachute Jumping. +15 road 55' E of rwy. +61

trees 750' N of AER 17. Rwy 17-35 rwy end lgts red, no split lenses; dsplcd thld lgts green, no split lenses.

COMMUNICATIONS: CTAF 122.9**OSBORNE MUNI**

(K75) 1 SE UTC-6(-5DT) N39°25.75' W98°40.77'

WICHITA

L-10H

1565 B FUEL 100LL NOTAM FILE ICT

RWY 02-20: H4000X60 (ASPH) MIRL**RWY 02:** Thld dsplcd 100'. Trees. **RWY 20:** Thld dsplcd 180'. Road.**RWY 12-30:** 2900X80 (TURF)**RWY 12:** Grain elevator. **RWY 30:** Berm.**AIRPORT REMARKS:** Attended on call. For attendant call 785-346-2001. For fuel call 785-346-2926 or 346-2290.

Occasional remote control airplane activity. Rwy 02 marked with a 100' dsplcd thld. Rwy 20 marked with a 180' dsplcd thld. Rwy 02-20 thld lights are taxiway blue and poorly spaced. Rwy 12-30 thlds and edges marked with metal markers painted red and white. Rwy 12-30 open SR-SS only. Rwy end lights are green only.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.**MANKATO (L) VORTAC** 109.8 TKO Chan 35 N39°48.38' W98°15.60' 211° 29.8 NM to fld. 1880/10E.**OSWEGO MUNI**

(K67) 3 E UTC-6(-5DT) N37°09.56' W95°02.49'

KANSAS CITY

830 B NOTAM FILE ICT

RWY 17-35: H2500X50 (ASPH) LIRL**RWY 17:** Trees. **RWY 35:** Berm.**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**OSWEGO**

N37°09.45' W95°12.22' NOTAM FILE ICT.

KANSAS CITY

(L) VORTAC 117.6 OSW Chan 123 250° 18.1 NM to Coffeyville Muni. 930/8E. HIWAS.

H-61, L-15E

RCO 122.1R 117.6T (WICHITA RADIO)

OTTAWA MUNI (OWI) 4 S UTC-6(-5DT) N38°32.32' W95°15.18'

966 B FUEL 100LL NOTAM FILE ICT
RWY 17-35: H4500X75 (ASPH) S-25, D-30 MIRL
 RWY 17: PAPI(P2L)—GA 3.0° TCH 26'. Tree.
 RWY 35: REIL PAPI(P2L)—GA 3.0° TCH 28'.

RWY 05-23: 2345X81 (TURF)

RWY 23: Road.

RWY 13-31: 1785X72 (TURF)

RWY 13: Tree. **RWY 31:** P-line.

AIRPORT REMARKS: Attended 1400–2300Z‡. CLOSED Christmas day.

Wildlife on and invof apt. Rwy 05–23 uneven, rough grass surface. Rwy 13–31 uneven, rough grass surface. Ultralight activity on and invof apt. +75' poles 1700' N of AER 17 marked with red lights. P-line marked with red balls. Rwy 05–23 and Rwy 13–31 marked with red and white cones; intersections marked with corrugated panels. Twys marked with blue reflectors. MIRL RWY 17–35 preset on low ints, to increase ints and ACTIVATE REIL RWY 35 and PAPI RWY 17 and RWY 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

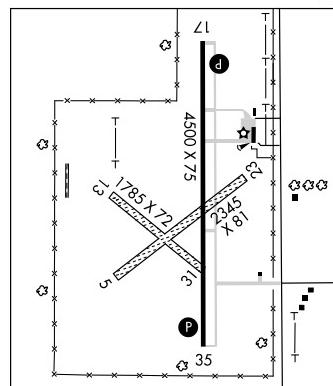
(R) KANSAS CITY CENTER APP/DEP CON 127.725

RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.

TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23'
 W95°32.95' 154° 38.5 NM to fld. 1070/5E.

KANSAS CITY

L-10J
 IAP



OXFORD MUNI (55K) 4 E UTC-6(-5DT) N37°16.18' W97°05.49'

WICHITA
 L-15D

1189 NOTAM FILE ICT

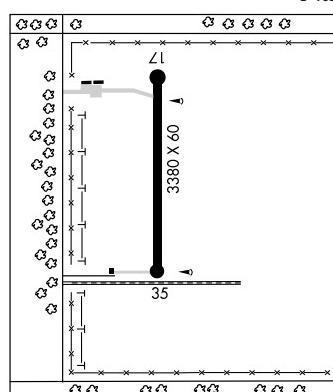
RWY 17-35: H3380X60 (ASPH)

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'
 W97°09.61' 360° 31.5 NM to fld. 1060/6E.



PANCK N36°57.87' W100°57.38' NOTAM FILE LBL.

WICHITA

NDB (LOM) 383 LB 348° 4.8 NM to Liberal Mid-America Rgnl.

PAOLA

MIAMI CO (K81) 3 SW UTC-6(-5DT) N38°32.42' W94°55.20'

KANSAS CITY
 L-10J
 IAP

940 B S4 FUEL 100LL TPA—1740(800) NOTAM FILE ICT

RWY 03-21: H3400X60 (ASPH) MIRL

RWY 03: REIL PAPI(P4L)—GA 3.0° TCH 37'. Tree.

RWY 21: REIL PAPI(P4L)—GA 3.0° TCH 36'. Tree.

RWY 15-33: 1550X60 (TURF) 0.8% up SE

RWY 15: Tree. **RWY 33:** Pole.

AIRPORT REMARKS: Attended irregularly. For svc after hrs call 913-755-2345. Fuel avbl 24 hrs, automated self-service, credit card. Rwy 15–33 W of Rwy 03–21 CLOSED indef. Rwy 15–33 rough near intersection with Rwy 03–21. NW 1500' Rwy 15–33 CLOSED indef. Public phone avbl. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21 PAPI Rwy 03 and Rwy 21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY APP/DEP CON 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OJC.

JOHNSON CO (T) VORW/DME 113.0 OJC Chan 77 N38°50.44' W94°44.21' 200° 20.0 NM to fld. 1034/6E.

PARSONS

TRI-CITY (PPF) 11 W UTC-6(-5DT) N37°19.85' W95°30.37'
 900 B S2 FUEL 100LL, JET A NOTAM FILE PPF
RWY 17-35: H5000X75 (CONC) S-25, D-45 MIRL 0.7% up N
 RWY 17: REIL, VASI(V4L)—GA 3.0° TCH 35'. Road.
 RWY 35: REIL, VASI(V4L)—GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z‡. Deer on and inofv
 rwys. MIRL Rwy 17-35 ops dusk-0500Z‡, after 0500Z‡
 ACTIVATE—CTAF. ACTIVATE VASI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.175 (620) 336-3834.

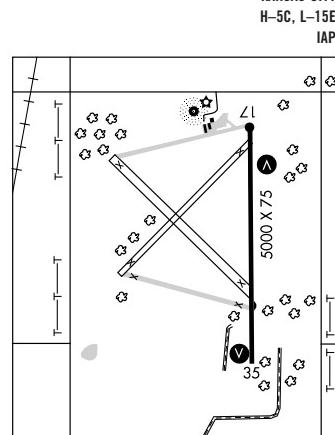
COMMUNICATIONS: CTAF/UNICOM 123.0

PARSONS RCO 122.075 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.

CHANUTE (L) VOR/VOR/DME 109.2 CNU Chan 29 N37°37.57'
 W95°35.61' 162° 18.2 NM to fld. 1080/5E.
 NOTAM FILE PPF.

**PATTY FLD** (See EL DORADO)**PAUL WINDLE MUNI** (See GREENSBURG)**PHILIP BILLARD MUNI** (See TOPEKA)

PHILLIPSBURG MUNI (PHG) 1 S UTC-6(-5DT) N39°44.15' W99°19.03'

1907 B FUEL 100LL, JET A NOTAM FILE ICT
RWY 13-31: H4503X60 (ASPH) S-12 MIRL 0.5% up NW
 RWY 13: REIL, PAPI(P2L), Road.
 RWY 31: REIL, VASI(V2L), P-line.
RWY 03-21: 2743X140 (TURF) 0.3% up NE
 RWY 21: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1530-2330Z‡. Rwy 03 and Rwy
 21 delineated with red and white markers.

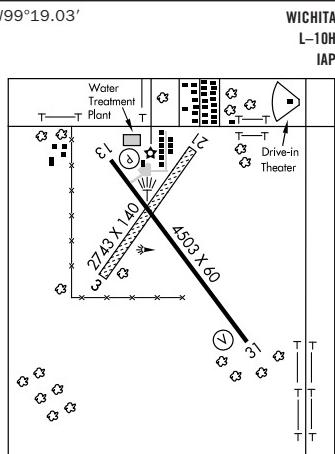
WEATHER DATA SOURCES: AWOS-3 119.125 (785) 543-8960.

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) DENVER CENTER APP/DEP 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'
 W98°15.60' 255° 49.1 NM to fld. 1880/10E.
NDB (MHW) 368 PHG N39°42.37' W99°17.31' 315° 2.2
 NM to fld.

**PICHE** N37°34.69' W97°27.35' NOTAM FILE ICT.

NDB (HW/LOM) 332 IC 007° 4.4 NM to Wichita Mid-Continent.

WICHITA

L-101, 15D

PIEVE N37°49.74' W100°43.46' NOTAM FILE GCK.

NDB (MHW/LOM) 347 GC 351° 5.9 NM to Garden City Rgnl. Unmonitored.

WICHITA

L-10G, 15C

PITTSBURG N37°26.55' W94°43.59' NOTAM FILE ICT.

NDB (MHW) 365 PTS at Atkinson Muni.

RCO 122.15 (WICHITA RADIO) Frequency is used for communications only at Atkinson Muni.

KANSAS CITY

L-16F

PITTSBURG

ATKINSON MUNI (PTS) 3 NW UTC-6(-5DT) N37°26.97' W94°43.87'

950 B S4 FUEL 100LL, JET A OX3, 4 TPA-1750(800) NOTAM FILE ICT
RWY 16-34: H5500X100 (ASPH) S-30, D-45 MIRL

RWY 16: REIL, PAPI(P4L). Trees.

RWY 34: REIL, PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 04-22: H4000X75 (ASPH) S-12.5 0.5% up SW

RWY 04: Trees.

RWY 22: REIL, PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1300-0100Z‡. Birds on and invof arpt. No line of sight Rwy 04-22, ACTIVATE MIRL Rwy 04-22 and Rwy 16-34, PAPI and REIL Rwy 16, Rwy 34, Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (620) 230-5654.

COMMUNICATIONS: CTAF/UNICOM 123.0

PITTSBURG RCO 122.15 (WICHITA RADIO)

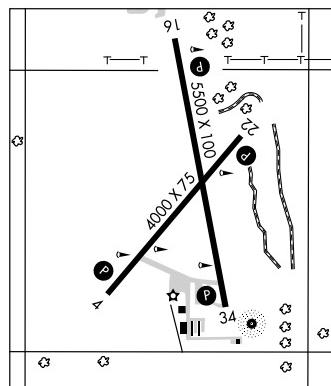
KANSAS CITY CENTER APP/DEP CON 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

OSWEGO (L) VORTAC 117.6 OSW Chan 123 N37°09.45' W95°12.22' 044° 28.6 NM to fld. 930/8E.
HIWAS.

PITTSBURG NDB (MHW) 365 PTS N37°26.55' W94°43.59'
 at fld.

KANSAS CITY
 H-5C, L-16F
 IAP

**PLAINVILLE ARPK** (ØR9) 3 S UTC-6(-5DT) N39°11.65' W99°18.18'

WICHITA

2182 NOTAM FILE ICT

RWY 17-35: 26000X120 (TURF)

RWY 35: Thld dispcl 330'. Road.

AIRPORT REMARKS: Unattended. Arpt open daigt only.

COMMUNICATIONS: CTAF 122.9

PLEASANTON**GILMORE** (57K) 3 SW UTC-6(-5DT) N38°07.70' W94°44.85'

KANSAS CITY

900 NOTAM FILE ICT

RWY 03-21: H2870X35 (ASPH)

RWY 03: Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Linn county provides minimum maintenance to airstrip.

COMMUNICATIONS: CTAF 122.9

POMONA LAKE (See LYNDON)**PRairie VIEW****VAN PAK** (ØP1) 0 E UTC-6(-5DT) N39°49.90' W99°34.11'

WICHITA

2213 NOTAM FILE ICT

RWY 16-34: 25900X128 (TURF)

RWY 16: Ground. **RWY 34:** Road.

AIRPORT REMARKS: Unattended. Rwy 16-34 12 inch weeds cover entire rwy.

COMMUNICATIONS: CTAF 122.9

PRATT INDUSTRIAL (PTT) 4 N UTC-6(-5DT) N37°42.15' W98°44.82'

1953 B S4 FUEL 100LL, JET A NOTAM FILE PTT
RWY 17-35: H5500X100 (CONC) S-30, D-42 MIRL
 RWY 17: REIL, PAPI(P4L)—GA 3.0° TCH 40'.
 RWY 35: REIL, PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1400Z+SS. Watch for migrating birds on and invof arpt. Do not mistake lgtd cattle pens for lgtd rwy's. Ultra-lights and gyro-copters use rgt tfc Rwy 17-35 not to exceed 500' AGL. Rwy 17 is calm wind rwy. MIRL Rwy 17-35 preset on low ints, to increase ints ACTIVATE—CTAF. For PAPI Rwy 17 and Rwy 35 during daigt hrs ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.725 (620) 672-2793.

COMMUNICATIONS: CTAF/UNICOM 122.8

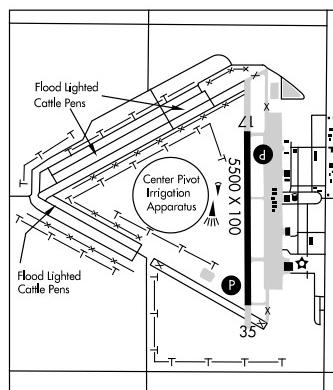
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

HUTCHINSON (L) VOR/W/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 237° 42.5 NM to fld. 1531/9E.

NDB (MHW) 356 PTT N37°43.58' W98°44.82' 173° 1.4 NM to fld. NOTAM FILE ICT.

WICHITA
H-5B, L-10H, 15D
IAP



RENNER FLD-GOODLAND MUNI (See GOODLAND)

REPUBLICAN N39°48.79' W97°39.50' NOTAM FILE ICT.
 NDB (MHW) 414 RPB at Belleville Muni.

WICHITA
L-10I

RIPLY N38°53.09' W95°34.89' NOTAM FILE FOE.
 NDB (LOM) 326 FO 309° 5.5 NM to Forbes Fld.

KANSAS CITY

RIVERSIDE (See WICHITA)

ROBINSON N39°51.05' W95°25.38' NOTAM FILE ICT.
 (L) VOR/W/DME 108.2 RBA Chan 19 326° 15.7 NM to Brenner Fld. 1126/4E.

KANSAS CITY
H-5C, L-10J

RUSH CO (See LA CROSSE)

RUSSELL MUNI (RSL) 2 SE UTC-6(-5DT) N38°52.28' W98°48.69'

1862 B S4 FUEL 100LL NOTAM FILE RSL
RWY 17-35: H5000X75 (CONC) S-30, D-30 MIRL
 RWY 17: REIL, PAPI(P4L)—GA 3.0° TCH 36'. Railroad.
 RWY 35: REIL, PAPI(P4L)—GA 3.0° TCH 35'.

RWY 03-21: 1602X300 (TURF)

RWY 03: Trees. RWY 21: Antenna.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z Sat and Sun on call. After hrs fav blv by credit card or calling 785-483-6911. Rwy 03-21 marked with half barrels on posts painted black and yellow. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35, and REIL Rwy 17 and Rwy 35.—CTAF.

WEATHER DATA SOURCES: ASOS 128.325 (785) 483-5770.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.6 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 124.4

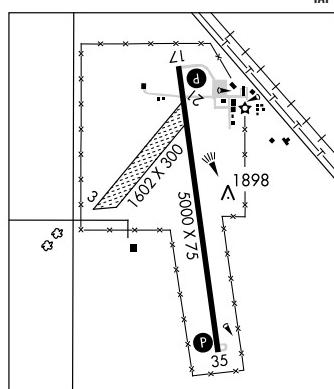
RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.

HAYS (L) VORTACW 110.4 HYS Chan 41 N38°50.86'

W99°16.61' 076° 21.9 NM to fld. 1990/10E.

HIWAS.

WICHITA
H-5B, L-10H
IAP



SABETHA MUNI (K83) 1 E UTC-6(-5DT) N39°54.25' W95°46.77'

KANSAS CITY

L-10I

1330 B FUEL 100LL NOTAM FILE ICT
RWY 01-19: H3100X40 (ASPH) S-6 LIRL

RWY 01: Pole.

RWY 12-30: 1440X70 (TURF)

RWY 12: Bldg. RWY 30: P-line.

AIRPORT REMARKS: Unattended. For fuel 785-284-2158/2113. Rwy 01-19 end lghts 2' fm thld. Rwy 12-30 sfc rough above buried drain pipe at midfield. Rwy 12-30 usable width limited to 70' distance between exposed culvert ends at midfield. Culvert ends marked with yellow and black posts. Rwy 30 p-line marked with red balls.

COMMUNICATIONS: CTAf 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

ROBINSON (L) VOR/DME 108.2 RBA Chan 19 277° 16.8 NM to fld. 1126/4E.

ST FRANCIS N39°43.62' W101°45.89' NOTAM FILE ICT.

WICHITA

L-10G

NDB (MHW) 386 SYF 315° 2.5 NM to Cheyenne Co Muni.

ST FRANCIS

CHEYENNE CO MUNI (SYF) 1 S UTC-6(-5DT) N39°45.66' W101°47.76'

WICHITA

L-10G

IAP

3413 B FUEL 100LL NOTAM FILE ICT

RWY 14R-32L: H3138X50 (ASPH) LIRL 0.7% up SW

RWY 14R: Trees.

RWY 14L-32R: 2833X180 (TURF) 0.6% up SW

RWY 14L: Trees.

RWY 18-36: 2313X280 (TURF) 1.2% up S

RWY 18: Fence.

RWY 09-27: 1799X280 (TURF) 0.3% up E

RWY 27: Fence.

AIRPORT REMARKS: Attended Mon-Sat dalgt hrs. For svc call 785-332-2251, nghts ctc UNICOM. Parachute Jumping. ACTIVATE LIRL Rwy 14R-32L—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.925 (785) 332-2691.

COMMUNICATIONS: CTAf/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.

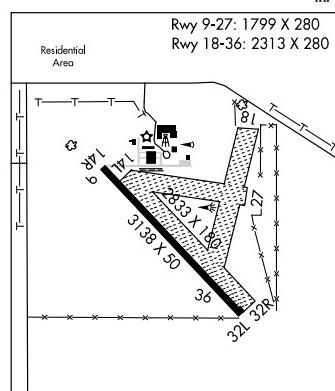
GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27'

W101°41.54'

336° 22.9 NM to fld. 3650/12E. HIWAS.

ST FRANCIS NDB (MHW) 386 SYF N39°43.62' W101°45.89'

315° 2.5 NM to fld. NOTAM FILE ICT.



ST MARY'S AIRPARK (8K4) 4 N UTC-6(-5DT) N39°16.35' W96°03.68'

KANSAS CITY

1220 NOTAM FILE ICT

RWY 18-36: 2514X60 (TURF-GRVL)

RWY 18: Tree. RWY 36: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. All traffic remain east of rwy. 440' tower 3 NM south and 680' smoke stacks 3.2 NM west-northwest of apt. 168' tower 1.2 NM south-southwest of Rwy 36. Numerous small trees along east edge of rwy in primary sfc. Uneven surface, line of sight obstructed between rwy ends.

COMMUNICATIONS: CTAf 122.9

SALINA MUNI (SLN) 3 SW UTC-6(-5DT) N38°47.46' W97°39.13'

1288 B S4 FUEL 100LL, JET A, MOGAS OX 1 ARFF Index—See Remarks
NOTAM FILE SLN

RWY 17-35: H12300X150 (ASPH) S-75, D-200, ST-175, DT-360,

DDT-600 HIRL

RWY 17: MALS, PAPI (P4L)—GA 3.0° TCH 52'.

RWY 35: MALSR. Ground.

RWY 12-30: H6510X100 (ASPH) S-55, D-68, ST-86,

DT-125 MIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 48'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 48'.

RWY 18-36: H4300X75 (ASPH) S-30

RWY 04-22: H3648X75 (ASPH) S-100, D-135, ST-127, DT-230

0.5% up SW

RWY 22: Bldg.

AIRPORT REMARKS: Attended continuously. No line of sight, all rwys due to gradient, topography and trees. Seasonal mowing ops adjacent to rwys and twys. Calm wind Rwy 35. Air carrier operations involving acft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager to confirm that ARFF services are avbl prior to landing or takeoff. Call arpt manager 785-827-3914. PPR 24 hrs for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 785-827-3914. Class II, ARFF Index A. ARFF avbl Mon-Sun 1200-0500Z\$. ARFF Index B provided. When twr clsd ACTIVATE MIRL Rwy 12-30, PAPI Rwy 12 and Rwy 30, HIRL Rwy 17-35, MALS and PAPI Rwy 17 and MALSR Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (785) 823-3402. HIWAS 117.1 SLN. LAWRS (1900-0500Z\$).

COMMUNICATIONS: CTAF 119.3 ATIS 120.15 UNICOM 122.95

RCO 122.4 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 134.9

TOWER 119.3 (1300-0500Z\$) GND CON 121.9

AIRSPACE: CLASS D svc 1300-0500Z\$ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

(H) VORTACW 117.1 SLN Chan 118 N38°55.51' W97°37.28' 183° 8.2 NM to fid. 1315/7E. HIWAS.

VOR portion unusable 324°-011° byd 25 NM blo 4500'.

FLORY NDB (LOM) 344 SL N38°40.89' W97°38.70' 350° 6.6 NM to fid.

ILS 108.9 I-SLN Rwy 35 Class IE. LOM FLORY NDB. LOC unusable byd 25° left of course.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

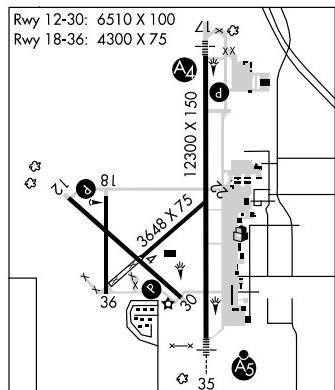
SALT N38°07.42' W97°55.62' NOTAM FILE HUT.

NDB (LOM) 404 HU 132° 4.7 NM to Hutchinson Muni.

WICHITA

H-5C, L-10I

IAP, AD



SATANTA MUNI (1K9) 1 N UTC-6(-5DT) N37°27.40' W100°59.08'

2976 B FUEL 100LL NOTAM FILE ICT

WICHITA

L-10G, 15C

RWY 03-21: H3250X40 (ASPH) LIRL (NSTD)

AIRPORT REMARKS: Unattended. For fuel call 620-649-2230. Pay phone avbl 24 hours. Oil well 160' S of Rwy 03, Grain elevators 1 NM S, Twr 1 NM SW. NSTD LIRL due to spacing. ACTIVATE LIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66' W100°58.27' 348° 24.7 NM to fid. 2891/11E.

HIBAS.

SAWCY N37°05.38' W97°02.18' NOTAM FILE WLD.

WICHITA

NDB (LOM) 353 SO 353° 4.7 NM to Strother Fld.

SCOTT CITY MUNI (TQK) 1 SE UTC-6(-5DT) N38°28.46' W100°53.10'

2963 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H4999X70 (ASPH) S-13, D-16 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 38'. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 39'.

RWY 08-26: 1900X60 (TURF)

RWY 08: Road.

AIRPORT REMARKS: Attended 1400–2330Z‡. Rwy 08–26 rough. Rwy

08–26 marked with painted tires. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (620) 872–2233. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14'

W100°43.50' 336° 34.1 NM to fld. 2877/11E.

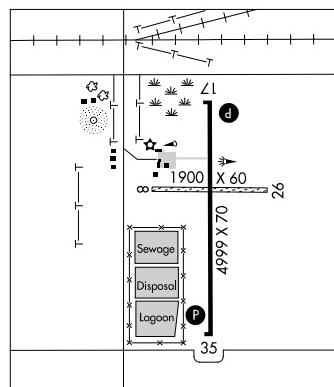
NDB (MHW) 256 TQK N38°28.81' W100°53.30' at fld.

NOTAM FILE ICT.

WICHITA

L-106

IAP



SEDAN CITY (61K) 2 N UTC-6(-5DT) N37°08.90' W96°11.12'

KANSAS CITY

1005 NOTAM FILE ICT

RWY 18-36: 3160X51 (TURF) LIRL

RWY 18: Trees. RWY 36: Fence.

RWY 12-30: 1790X95 (TURF)

RWY 12: Fence. RWY 30: Tree.

AIRPORT REMARKS: Unattended. Rwy 12 road 20' from rwy end, p-line at 450'. ACTIVATE LIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

SENECA MUNI (62K) 3 W UTC-6(-5DT) N39°50.83' W96°06.77'

KANSAS CITY

1270 NOTAM FILE ICT

RWY 18-36: 2400X100 (TURF) LIRL (NSTD)

RWY 18: Fence. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Rwy 18–36 rough at intersection with twy. Rwy 36 3.5% incline first 1,000'; remainder 2% incline. Fence AER 18 marked with white reflectors. Rwy 18–36 NSTD LIRL, spacing more than 200' apart, rwy end lgts orange.

COMMUNICATIONS: CTAF 122.9

SHALZ FLD (See COLBY)

SHERMAN AAF (See FORT LEAVENWORTH)

SHUGR N39°17.63' W101°36.02' NOTAM FILE GLD.

WICHITA

NDB (MHW/LOM) 414 GL 306° 6.5 NM to Renner Fld—Goodland Muni.

L-106

SMITH CENTER MUNI (K82) 1 SW UTC-6(-5DT) N39°45.66' W98°47.61'
 1799 B FUEL 100LL NOTAM FILE ICT
RWY 17-35: H3601X50 (ASPH) S-4 LIRL 0.3% up N

WICHITA
L-10H
IAP

RWY 35: Thld dsplcd 101'. Road.
RWY 14-32: 2453X75 (TURF)
RWY 32: Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-2453	TODA-2453	ASDA-2453	LDA-2453
RWY 17: TORA-3601	TODA-3601	ASDA-3500	LDA-3601
RWY 32: TORA-2453	TODA-2453	ASDA-2453	LDA-2453
RWY 35: TORA-3601	TODA-3601	ASDA-3601	LDA-3500

AIRPORT REMARKS: Attended on call. For arpt attendant call 785-282-6588 or 758-282-5837. For fuel call 785-282-6555. Rwy 14-32 banks of six thld lghts indicate VFR only.

WEATHER DATA SOURCES: AWOS-3 118.45 (785) 282-3552.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38' W98°15.60' 254° 24.8 NM to fld. 1880/10E.

STAFFORD MUNI (3TA) 3 W UTC-6(-5DT) N37°57.50' W98°39.02'
 1886 B NOTAM FILE ICT

WICHITA

RWY 17-35: 2560X100 (TURF) LIRL
RWY 17: Road. **RWY 35:** Highway.
RWY 13-31: 1900X80 (TURF)
RWY 13: Fence. **RWY 31:** Road.
RWY 03-21: 1580X260 (TURF)
RWY 21: Road.

AIRPORT REMARKS: Unattended. Rwy 13-31 first 700' of Rwy 31 wet and soft after rain. Rwy 17-35 first 1200' of Rwy 35 soft and wet after rain.

COMMUNICATIONS: CTAF 122.9

STANTON CO MUNI (See JOHNSON)

STILWELL
HILLSIDE (63K) 4 NE UTC-6(-5DT) N38°49.28' W94°36.57'
 1025 NOTAM FILE COU

KANSAS CITY

RWY 17-35: 2000X56 (TURF-GRVL)
RWY 17: Trees. Rgt tfc. **RWY 35:** Thld dsplcd 150'. Road.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Trees and uneven terrain both sides of rwy. Trees in apch zones. +10' earth embankment midfield, W edge of rwy.

COMMUNICATIONS: CTAF 122.9

STOCKTON MUNI (ØS2) 3 SW UTC-6(-5DT) N39°22.63' W99°17.71'
 1973 B NOTAM FILE ICT

WICHITA

RWY 17-35: 3500X240 (TURF) MIRL
RWY 17: P-line. **RWY 35:** Pole.

AIRPORT REMARKS: Unattended. For MIRL Rwy 17-35 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9

STROTHER FLD (See WINFIELD-ARKANSAS CITY)

SUBLETTE FLYING CLUB	(19S)	1 NE	UTC-6(-5DT)	N37°29.81' W100°49.97'	WICHITA
2908	NOTAM FILE ICT				L-106, 15C
RWY 17-35: H4500X60 (ASPH)	LIRL				
RWY 35:	Fence.				
RWY 08-26: 2300X100 (TURF)					
RWY 26:	Tower.				
AIRPORT REMARKS:	Unattended. Lgtd 150' grain elevator south of Rwy 08-26. Be alert for 2 drainage pipes crossing twy to Rwy 35. Rwy 17-35 chain link fence south; apch ratio 20:1.				
COMMUNICATIONS:	CTAF 122.9	UNICOM 122.8			
RADIO AIDS TO NAVIGATION:	NOTAM FILE LBL.				
LIBERAL (H) VORTAC	112.3	LBL	Chan 70	N37°02.66' W100°58.27'	003° 27.6 NM to fld. 2891/11E.
HIWAS.					
SYRACUSE-HAMILTON CO MUNI	(3K3)	1 N	UTC-7(-6DT)	N37°59.50' W101°44.78'	WICHITA
3322	B S2 FUEL 100LL	NOTAM FILE ICT			L-106, 15B
RWY 18-36: H4600X75 (CONC)	S-30, D-30	MIRL			
RWY 18:	PAPI(P4L)—GA 3.0° TCH 35'. P-line. Rgt tfc.		RWY 36: PAPI(P4L)—GA 3.20° TCH 44'. Tower.		
RWY 13-31: H3000X40 (ASPH)	MIRL				
RWY 31:	Thld dispclcd 355'. Road. Rgt tfc.				
AIRPORT REMARKS:	Attended Mon-Fri 1500-0000Z#. For attendant after hours call 620-384-5835. ACTIVATE MIRL Rwy 13-31—CTAF.				
WEATHER DATA SOURCES:	AWOS-3 119.975 (620) 384-5869.				
COMMUNICATIONS:	CTAF/UNICOM 122.8				
RADIO AIDS TO NAVIGATION:	NOTAM FILE LAA.				
LAMAR (H) VORTAC	116.9	LAA	Chan 116	N38°11.83' W102°41.27'	093° 46.3 NM to fld. 3944/12E.
TOPEKA	N39°08.23' W95°32.95'	NOTAM FILE TOP.			KANSAS CITY
(L) VORTACW	117.8	TOP	Chan 125	215° 5.4 NM to Phillip Billard Muni. 1070/5E.	L-101
RCO	122.45 (WICHITA RADIO)				

TOPEKA

FORBES FLD (FOE/KFOE) CIV/MIL/ANG/ARNG 6 S UTC-6(-5DT) N38°57.06' W95°39.82'
 1078 B S4 FUEL 100LL, JET A TPA—See Remarks AOE
 Class IV, ARFF Index—See Remarks NOTAM FILE FOE

KANSAS CITY
 H-5C, L-10I
 IAP, DIAP, AD

RWY 13-31: H12802X200 (CONC) S-75, D-200, ST-175, DT-280,
 DDT-760 PCN 77 R/D/W/T HIRL

RWY 13: SALS. REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree. Rgt tfc.

RWY 31: MALS. VASI(V4L)—GA 3.0° TCH 57'. Tree.

RWY 03-21: H7000X150 (CONC) S-75, D-140, ST-175, DT-220,
 DDT-620 PCN 47 R/D/W/T MIRL 0.5% up SW

RWY 03: REIL VASI(V4L)—GA 3.0° TCH 51'. Rgt tfc.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 53'. Tree.

MILITARY SERVICE JASU 14(A/M32A-86D) 11 (A/M32A-95) 2(MC-1A)

FUEL J8(Mil) (NC-100LL, A). A+ (Million Air Topeka

C785-862-0950/785-224-2899.) FLUID ADI SP LPOX LOX

OIL O-128-148(Mil)—Avbl only in quart cans.

AIRPORT REMARKS: Attended 1145-0400Z#. Large and small migratory birds on and invof apt. Do not mistake Philip Billard Muni, located 7 NM N heading 010°, for Forbes Fld. Noise abatement: VFR tfc avoid overflight of housing area 2 NM W Rwy 13.

TPA—2078(1000) for light (slow) acft and 2578(1500) heavy (fast) acft. PPR 24 hrs for unscheduled air carrier ops with more than 30 passengers seats, call apt manager 785-862-2362.

ARFF Index B, ARFF Index C level equipment avbl upon request. Rwy 31 touchdown rwy visual range avbl. When twr clsd ACTIVATE MIRL Rwy 03-21, VASI Rwy 03 and Rwy 21, HIRL Rwy 13-31, MALS. Rwy 31—CTAF.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Rmk. **RSTD** 24 hr PPR unscheduled operations with more than 30 passenger seats, call apt manager C785-862-2362. **CAUTION:** Bird haz phase II Mar-May and Sep-Nov. **ANG** PPR for ANG ramp and svc DSN 720-4655/4663, not later than 72 hr prior. Base OPS, maintenance opr control and petrol, oils and lubricants avbl weekdays 1330-2200Z#, clsd weekend and Federal holidays. Svc may be avbl other times. Acft park on ANG ramp, ctc WYLIE Ctl 20 min prior to ldg, advise on arrival and departure UHF 286.5. Ltd trans svc avbl at FBO. Tran maintenance and parts support (except KC-135E acft) extremely ltd. No quarters avbl. Deicing fluid not avbl to tran acft. No fleet svc avbl. Oil (SOAP) sampling not avbl. No drag chute repack avbl. Precision measuring equipment laboratory (PMEL) pickup and delivery expect 1.5 hr delay. **ARNG** Opr Tue-Fri 1300-2300Z# except holidays, occasional Sat, Sun. Limited maintenance UH-60A. Trans Army acft ctc OPS C785-861-3825/3827. Army acft ctc ARNG OPS 41.70.

WEATHER DATA SOURCES: ASOS (C785) 862-8258. LAWRS.

COMMUNICATIONS: CTAF 120.8 ATIS 128.25 UNICOM 122.95

TOPEKA RCO 122.45 (WICHITA RADIO)

(R) KANSAS CITY CENTER APP/DEP CON 123.8 343.7

TOWER 120.8 340.2 (1145-0400Z#) GND CON 121.7 275.8

ANG OPS 286.5 ARNG OPS 304.6 41.70

AIRSPACE: CLASS D svc 1145-0400Z# other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.

TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23' W95°32.95' 201° 12.4 NM to fld. 1070/5E.

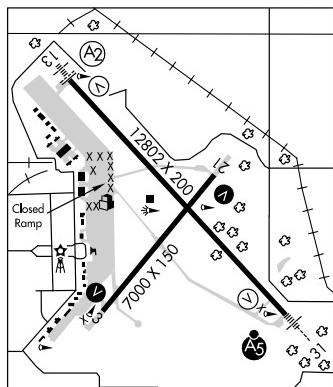
(L) **TACAN** Chan 53 FOE (111.6) N38°56.84' W95°39.67' at fld. 1043/5E. NOTAM FILE FOE.

Unmonitored. No NOTAM MP Wed 1530-1700Z#.

TACAN unusable byd 30 NM bto 2500'.

RIPLY NDB (LOM) 326 FO N38°53.09' W95°34.89' 310° 5.5 NM to fld.

ILS/DME 110.1 I-FOE Chan 38 Rwy 31. Class IB. LOM RIPLY NDB. ILS unmonitored when twr clsd.



PHILIP BILLARD MUNI (TOP) 3 NE UTC-6(-5DT) N39°04.12' W95°37.35'
 881 B S4 FUEL 100LL, JET A TPA—1681(800) NOTAM FILE TOP
 RWY 13-31: H5099X100 (ASPH) S-50, D-72, DT-110 HIRL
 RWY 13: MALSR. Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 55'. Tree.
 RWY 18-36: H4331X75 (ASPH) S-60, D-80, DT-96 MIRL
 RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 41'. Trees.
 RWY 36: VASI(V4R)—GA 3.0° TCH 38'. Tree.
 RWY 04-22: H3002X100 (ASPH) S-29 MIRL
 RWY 04: Tree. RWY 22: Tree.

AIRPORT REMARKS: Attended 1200–0400Z‡. Large and small migratory birds on and invof arpt. Ultralight activity on and invof arpt. Ultralights must maintain radio contact at all times. When twr clsd MIRL Rwy 04–22 and Rwy 18–36 and HIRL Rwy 13–31 preset on low inst, to increase ints and ACTIVATE MALSR Rwy 13, VASI Rwy 18 and Rwy 31 and REIL Rwy 18 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 121.275 (785) 234–1591. LAWRS (1300–0100Z‡).
COMMUNICATIONS: CTAF 118.7 UNICOM 122.95
 TOPEKA RCO 122.45 (WICHITA RADIO)
 (R) KANSAS CITY CENTER APP/DEP CON 123.8
 TOPEKA TOWER 118.7 (1300–0100Z‡) GND CON 121.9 CLNC DEL 121.9

AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.

TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23' W95°32.95' 215° 5.4 NM to fld. 1070/5E.
 BILOY NDB (MHW/LOM) 521 TO N39°07.22' W95°41.23' 131° 4.3 NM to fld. Unmonitored.
 ILS 110.7 I-TOP Rwy 13 LOM BILOY NDB. LOC BC unusable byd 15 degrees L & R of course and byd 15 NM.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

TRIBUNE MUNI (5K2) 1 S UTC-7(-6DT) N38°27.25' W101°44.78'

WICHITA
 H-5B, L-10G

3620 FUEL 100LL NOTAM FILE ICT
 RWY 17-35: H5000X60 (CONC) MIRL
 RWY 17: Road. RWY 35: P-line.

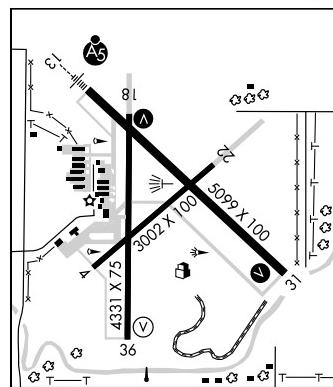
AIRPORT REMARKS: Unattended. For fuel call 620–376–4299.
WEATHER DATA SOURCES: AWOS-3 119.075 (620) 376–2336.

COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LAA.

LAMAR (H) VORTAC 116.9 LAA Chan 116 N38°11.83' W102°41.27' 059° 47.0 NM to fld. 3944/12E.

TREGO WAKEENEY (See WAKEENEY)

TRI-CITY (See PARSONS)



ULYSSES (ULS) 1 N UTC-6(-5DT) N37°36.24' W101°22.41'
 3071 B S4 FUEL 100LL, JET A NOTAM FILE ICT
RWY 17-35: H6000X100 (CONC) S-45, D-60 MIRL
 RWY 17: PAPI (P4L) Pline. **RWY 35:** PAPI (P4L).
RWY 12-30: H4600X60 (CONC) S-12.5 MIRL
 RWY 12: PAPI(P2L)—GA 3.0° TCH 35'. Road.
 RWY 30: PAPI(P2L)—GA 3.0° TCH 35'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z. Glider and ultralight activity on and invof arpt. Rwy 17-35 and Rwy 12-30 MIRL preset on low ints dusk-0400Z, to increase ints and ACTIVATE after 0400Z and PAPI Rwy 17, Rwy 35, Rwy 12 and Rwy 30—CTAF.

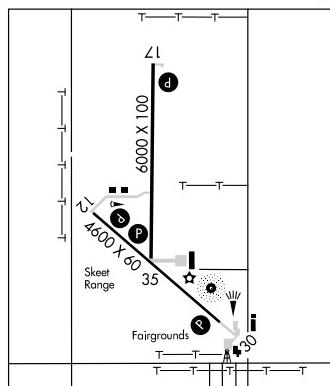
WEATHER DATA SOURCES: AWOS-3 118.95 (620) 424-3747.

COMMUNICATIONS: CTAF/UNICOM 122.8
 RCO 122.3 (WICHITA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80
 N37°55.14' W100°43.50' 228° 36.2 NM to fld. 2877/11E.
NDB (MHW) 395 ULS N37°35.83' W101°22.08' at fld.
 NOTAM FILE ICT.

WICHITA
 H-5B, L-10G, 15B
 IAP



VAN PAK (See PRAIRIE VIEW)

VINLAND VALLEY AERODROME (See BALDWIN CITY)

WAKEENEY

TREGO WAKEENEY (ØH1) 2 SW UTC-6(-5DT) N39°00.27' W99°53.57'

WICHITA
 L-10H

2435 B S8 NOTAM FILE ICT
RWY 17-35: H4000X50 (ASPH) LIRL
 RWY 17: Pole. Rgt tfc.

AIRPORT REMARKS: Unattended. For svc call 785-743-6647.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53' W100°13.55' 126° 21.8 NM to fld. 2690/8E.
 HIWAS.

WAMEGO MUNI (69K) 3 E UTC-6(-5DT) N39°11.83' W96°15.53'

KANSAS CITY
 L-10I

966 B FUEL 100LL NOTAM FILE ICT
RWY 17-35: H3184X45 (ASPH) LIRL
 RWY 17: Thld dispclcd 176'. Road. **RWY 35:** Road.

AIRPORT REMARKS: Unattended. For fuel call Wamego Police Dept 785-456-9553. Parachute Jumping. Ultralight activity on and invof arpt. Radio control model aeft activity on and invof arpt. County road 75' W of rwy within surface area. NSTD LIRL, rwy lights located 13' outside rwy edge. Rwy end lights AER 35 located 14' north of thld. ACTIVATE LIRL Rwy 17-35—122.9. NOTE: See Special Notices Section—Aerobic Practice Areas.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MHK.

MANHATTAN (T) VORW/DME 110.2 MHK Chan 39 N39°08.73' W96°40.12' 075° 19.4 NM to fld. 1044/6E.
 HIWAS.

WASHINGTON CO MEM (K38) 5 S UTC-6(-5DT) N39°44.01' W97°02.86'

WICHITA

1435 B FUEL 100LL NOTAM FILE ICT

L-10I

RWY 17-35: H3400X60 (CONC) MIRL

IAP

RWY 17: Thld dispd 220'. Road.

RWY 35: P-line.

AIRPORT REMARKS: Unattended. Self-help credit card fueling avbl. 24 hr phone avbl for public use with phone card. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

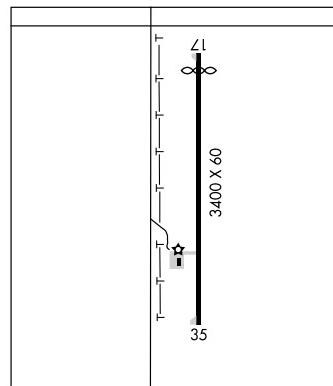
KANSAS CITY CENTER APP/DEP CON 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 229° 47.9 NM to fld. 1360/5E. HIWAS.

MORRISON NDB (MHW) 212 DBX N39°45.70' W97°02.54' 182° 1.7 NM to fld. NOTAM FILE ICT. Unusable byd 15 NM.



WELLINGTON MUNI (EGT) 3 N UTC-6(-5DT) N37°19.42' W97°23.30'

WICHITA

L-15D

1277 B S4 FUEL 100LL, JET A NOTAM FILE ICT

IAP

RWY 17-35: H4201X100 (CONC) S-49, D-60 HIRL

RWY 17: REIL PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: REIL PAPI(P2L)—GA 3.0° TCH 40'. Road.

AIRPORT REMARKS: Attended 1400-2300Z. For special requests call 620-326-5717. 100LL fuel 24 hr credit card service. For Jet-A fuel after hrs call 316-990-5807. ACTIVATE HIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF. PAPI Rwy 17 and Rwy 35 are on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.875 (620) 326-2470

COMMUNICATIONS: CTAF/UNICOM 122.8

WICHITA APP/DEP CON 134.85

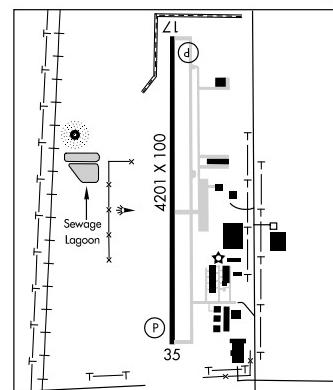
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 153° 26.9 NM to fld. 1471/7E.

HIWAS.

NDB (MHW) 414 EGT N37°19.42' W97°23.41' at fld.



WESTPORT (See WICHITA)

WESTPORT AUXILIARY (See WICHITA)

WHEATFIELD N39°30.59' W101°02.86' NOTAM FILE ICT.

WICHITA

L-10G

NDB (MHW) 408 JDM 171° 4.9 NM to Shalz Fld.

WICHITA

BEECH FACTORY (BEC) 5 E UTC-6(-5DT) N37°41.67' W97°12.90'

1408 B FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H8000X100 (CONC) MIRL

RWY 18: REIL, PAPI(P4L)—GA 3.0° TCH 45'.

RWY 36: REIL, PAPI(P4L)—GA 3.0° TCH 45'. Lgts. Rgt tfc. 0.5% up.

AIRPORT REMARKS: Attended Mon-Fri 1300-2330Z. Fuel/parking

unavbl except 4 hrs PPR call 316-676-7140. When twr closed ctc security on UNICOM freq when clear of rwy. PPR for parking or taxiing west side of rwy. Deer, coyote and migratory water fowl on and inovf arpt. Be alert Col James Jabara Apt 3 miles north 1/2 mile west of arpt. Arriving and departing aft maintain 2200' MSL within 5 miles of fld due to AFB tfc. Arrivals from the W enter the pattern E along 13th Street. When twr clsd ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and 36—122.7.

COMMUNICATIONS: CTAF 122.7 (when Beech twr clsd) UNICOM 122.95

(R) WICHITA APP/DEP CON 134.8

WICHITA CLNC DEL 125.0 (when Beech Factory twr clsd.)

TOWER 126.8 (Mon-Fri 1300-2330Z) GND CON 121.7

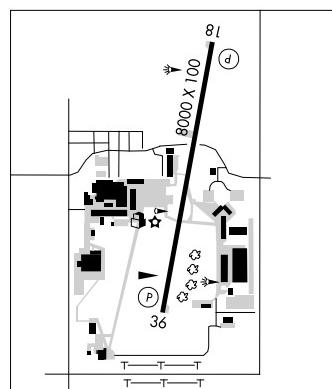
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 093° 17.8 NM to fld. 1471/7E.

HIWAS.

COMM/NAV/WEATHER REMARKS: Twr hrs other times by NOTAM; check with FLIGHT SERVICES or Wichita App Con on freq 134.8. CTAF 122.7 used JOINTLY with Jabara arpt when Beech twr clsd.



CESSNA ACFT FLD (CEA) 4 SE UTC-6(-5DT) N37°38.92' W97°15.04'

WICHITA
L-10I, 15D
IAP

1378 NOTAM FILE ICT

RWY 17-35: H3873X40 (ASPH)

RWY 17: Thld dsplcd 150'. Road.

RWY 35: Thld dsplcd 150'. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Aft ops should coordinate with

McConnell AFB prior to arrival and departure—Control twr 127.25.

Rwy 17R-35L used only by Cessna personnel, clsd to public.

COMMUNICATIONS: CTAF 122.9.

(R) WICHITA APP/DEP CON 134.8

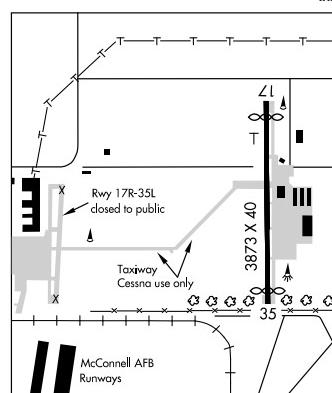
CLNC DEL 125.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 103° 16.9 NM to fld. 1471/7E.

HIWAS.



WICHITA MID-CONTINENT (ICT) 5 SW UTC-6(-5DT) N37°39.00' W97°25.98'

1333 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C
NOTAM FILE ICT

RWY 01L-19R: H130301X150 (CONC-GRVD) S-100, D-210,
ST-175, DT-300 HIRL CL

RWY 01L: ALSF2. TDZL. **RWY 19R:** MALSR. Rgt tfc.

RWY 01R-19L: H7301X150 (CONC-GRVD) S-125, D-240, DT-400
HIRL

RWY 01R: MALSR. Rgt tfc.

RWY 19L: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 14-32: H6301X150 (CONC-GRVD) S-100, D-190, ST-175,
DT-280 HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 52'.

AIRPORT REMARKS: Attended continuously. PPR for acft carrying Class 1—Division 1.1, 1.2 or 1.3 explosives as defined by 49 CFR 173.50. Migratory birds on and in environs of airport. Runway visual range touchdown, midpoint and rollout Rwy 01L and Rwy 19R avbl. Twys F, G, H, J, M1 and all parking ramps are non-movement areas.

Flight Notification Service (ADCUS) avbl. Rwy 32 PAPI OTS indef.
WEATHER DATA SOURCES: ASOS (316) 945-8022. HIWAS 113.8 ICT.
TDWR.

COMMUNICATIONS: ATIS 125.15 (316) 350-1528. UNICOM 122.95

RCO 123.125 122.65 122.2 (WICHITA RADIO)

(R) APP CON 134.85 (010°-190°) 126.7 (191°-009°) 125.5 (270°-009°) blo 5000' and byd 20 NM).

(R) DEP CON 134.85 (010°-190°) 126.7 (191°-009°)

TOWER 118.2 GND CON 121.9 CLNC DEL 125.7

AIRSPACE: CLASS C svc ctc APP CON 134.85 (010°-190° abv 4000') 134.8 (010°-190° at or below 4000')
126.7 (191°-009°)

ROAD AIDS TO NAVIGATION: NOTAM FILE ICT.

(H) VORTACW 113.8 ICT Chan 85 N37°44.72' W97°35.03' 121° 9.2 NM to fid. 1471/7E. HIWAS.

PICHE NDB (HW/LDM) 332 IC N37°34.69' W97°27.35' 007° 4.4 NM to fid

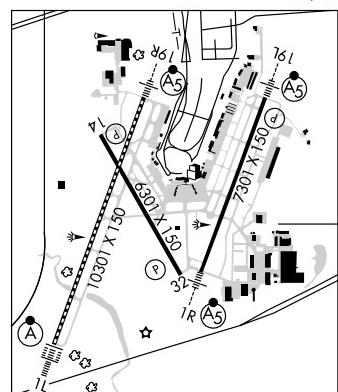
ILS/DME 110.3 I-ICT Chan 40 Rwy 01R Class IA. LOM PICHE NDB. Glideslope unmonitored.

ILS 109.1 I-TWI Rwy 01L Class II.E.

ILS 110.5 I-HOV Rwy 19R Class IB.

ILS/DME 111.55 I-MVP Chan 52 Rwy 19L Class IE.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at FSS.



WICHITA (MAIZE)

MAIZE (70K) 2 SE UTC-6(-5DT) N37°45.93' W97°26.15'

WICHITA

1336 NOTAM FILE ICT

RWY 17-35: 2100X70 (TURF)

RWY 17: Road. **RWY 35:** Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Parachute Jumping. Concrete rubble at AER 35. Concrete rubble and debris dumping along rwy ends and edges can change rwy usable length and width. Dense trees 70' left and right of rwy centerline. Rwy 17-35 turf-grass not maintained.

COMMUNICATIONS: CTAF 122.9

WILCOX FLD (See ANTHONY)

WINFIELD/ARKANSAS CITY

STROTHER FLD (WLD) 5 SW UTC-6(-5DT) N37°10.12' W97°02.25'
 1160 B FUEL 100LL, JET A NOTAM FILE WLD
 RWY 17-35: H3137X75 (ASPH) S-30, D-48, DT-60 MIRL
 RWY 17: REIL. RWY 35: REIL.

RWY 13-31: H3137X75 (ASPH) S-28, D-48 MIRL 0.3% up NW
AIRPORT REMARKS: Attended Mon-Fri 1400-2330Z. Self svc fuel avbl
 24 hrs 100LL only. ACTIVATE MIRL Rwy 13-31 and 17-35 and REIL
 RWY 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.025 (620) 221-9121.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5. (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 127.8

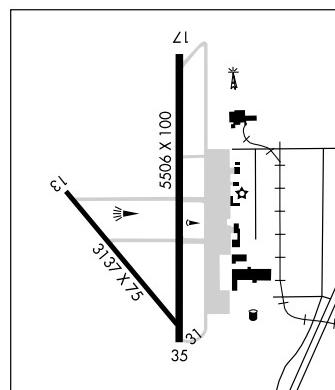
RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'
 W97°09.61' 007° 26.0 NM to fid. 1060/6E.

SAWCY NDB (LOM) 353 SO N37°05.38' W97°02.18' 353°
 4.7 NM to fid. Unmonitored.

ILS 111.5 I-SOR Rwy 35 LOM SAWCY NDB. ILS
 unmonitored. GS unusable blo 235'AGL/1394'MSL .6 NM.
 GS OTS indef.

WICHITA
 H-6H, L-15D
 IAP

**YATES CENTER** (8K5) 2 S UTC-6(-5DT) N37°51.30' W95°44.86'

KANSAS CITY

1140 NOTAM FILE ICT

RWY 17-35: 2765X160 (TURF) LIRL (NSTD)

RWY 17: Fence. RWY 35: Road.

AIRPORT REMARKS: Unattended. Rwy 17-35 slightly rough various portions of rwy. Rwy 17-35 LIRL; non-breakable
 couplings and varies in elevation; over 14 inches. ACTIVATE LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

**SEARCH LIGHT SHOW
Rosebud Casino, Valentine, Nebraska**

Searchlight Activity will be conducted in an area within a 1 NM radius of 42 59 56N/100 34 29W (ANW315/36.5), 1500 AGL and above, from 1900 to 0200 local hours nightly. Searchlight beams may be injurious to pilots/passengers eyes at 1500 AGL and above. Flash blindness or cockpit illumination may occur at greater distances, up to several miles from the source. Huron AFSS, 866-732-1331, is the FAA coordination facility.

**SPECIAL NORTH ATLANTIC, CARIBBEAN AND
PACIFIC AREA COMMUNICATIONS**

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

**AEROBATIC PRACTICE AREA
FORT SCOTT MUNICIPAL AIRPORT (FSK), FORT SCOTT, KS**

Aerobatic practice will be conducted within 1 NM radius of Fort Scott Municipal Airport (FSK), SFC to 5,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

HAROLD KRIER FIELD (K58), ASHLAND, KS

Aerobatic practice will be conducted within 2 NM radius of Harold Krier Field (K58), SFC to 3,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

WAMEGO MUNICIPAL AIRPORT (69K), MANHATTAN, KS

Aerobatic practice will be conducted within 1 NM radius of Wamego Municipal Airport (69K) SFC to 4,500 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

GRANITE FALLS MUNI/LENZEN-ROE, AIRPORT, (GDB) GRANITE FALLS, MN

Aerobatic practice will be conducted within 2 NM radius of MVE160012, SFC to 6,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

SEWARD COUNTY AIRPORT (SWT), SEWARD, NE

Aerobatic practice will be conducted within 1 NM radius of Seward County Airport (SWT), SFC to 7,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

PIERRE REGIONAL AIRPORT (PIR), PIERRE, SD

Aerobatic practice will be conducted within 2 NM radius of Pierre Regional Airport (PIR), SFC to 3,300 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

SKIE-LINCOLN AIRPORT (Y14), TEA, SD

Aerobatic practice will be conducted within 1 NM radius of Skie-Lincoln County Airport (Y14), SFC to 5,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**MODEL ROCKET ACTIVITY
ANTHONY, KS**

Model Rocket activity will be conducted within a 5 NM radius of ANY081021, SFC to 34,500 feet AGL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

SPECIAL NOTICES**ELLINWOOD, KS**

Model Rocket activity will be conducted within a 3 NM radius of the Ellinwood Airport (1K6), with an alternate site of 2 NM Northwest of Ellinwood Airport (1K6), SFC to 10,000 feet AGL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

PITTSBURG, KS

Model Rocket activity will be conducted within a 3 NM radius of OSW045034, SFC to 18,000 feet MSL, SR-SS. For further information, contact Flight Services at 1-800-WX-BRIEF (992-7433).

HALLSVILLE, MO

Model Rocket activity will be conducted within a 2 NM radius of HLV299010, SFC to 6,000 feet AGL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission. Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

CONTROLLED FIRING**Parsons, Kansas****(Until Further Notice)**

Controlled Firing Area 1 NM radius 37°17'39"N/95°08'46"W, SFC-3200 MSL, Eff weekdays 0630-1700 LCL

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS
MINNEAPOLIS-ST PAUL INTERNATIONAL/WOLD-CHAMBERLAIN AIRPORT (MSP)
MINNEAPOLIS, MINNESOTA

Minneapolis International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

Runway 4 at Taxiways "S", "C2", "C3", "M2", or "M3"

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runway shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

LAMBERT-ST LOUIS INTERNATIONAL (STL), MISSOURI

STL Precision Runway Monitor Electronic Scan Radar System (PRM) commissioned. Full utilization of PRM is pending the future implementation of simultaneous instrument approaches. Until then no operational impact will result from the commissioning of PRM.

SIMULTANEOUS OFFSET INSTRUMENT APPROACH (SOIA) PROCEDURE FOR PILOTS FILING FLIGHT PLANS TO LAMBERT-ST LOUIS INTERNATIONAL AIRPORT (STL)

Effective Thursday, October 27, 2005. During the hours of 0700–2200 local, STL ATC may utilize LDA PRM and ILS PRM approaches as weather and traffic demand dictate. Aircraft arriving from the northeast and northwest (primarily over PETT and LORLE intersections) should expect ILS PRM Runway 30R. Aircraft arriving from the west and southeast (primarily over FTZ and QBALL) should expect LDA PRM Runway 30L. If unable to participate in PRM apchs acft operators are required to contact FAA ATCSCC directly at 1-800-333-4286 or 703-904-4452 prior to departure to obtain a precoordinated arrival time. Non-participating acft may encounter delays. Pilot requirements and procedures are outlined in U.S. Terminal Procedures Publications available on pages entitled "ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)" or "ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)". This notice is effective until further notice.

CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

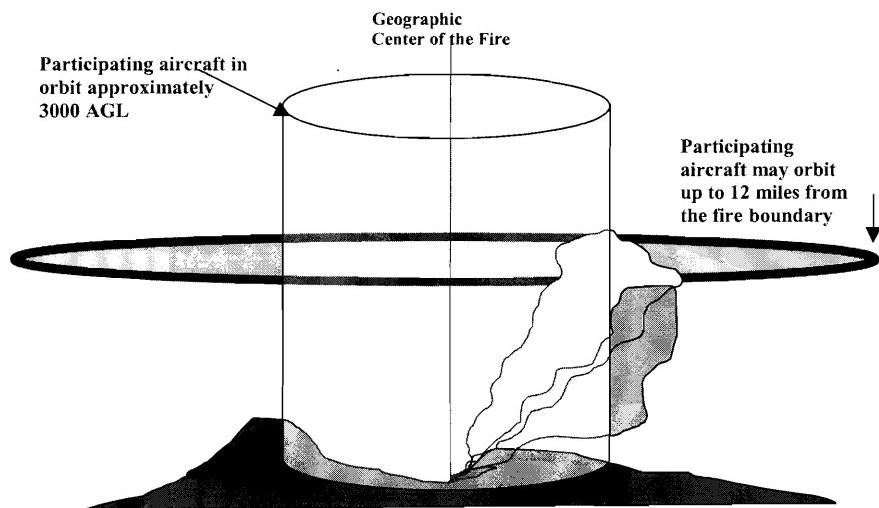
In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ)	08	Milwaukee, WI (MKE).....	01L
Anchorage, AK (ANC)	07R	Minneapolis, MN (MSP)	30L
Andrews AFB, MD (ADW)	01L	Nashville, TN (BNA)	02L
Atlanta, GA (ATL).....	09R	New Orleans, LA (MSY)	10
Baltimore, MD (BWI).....	10	New York, NY (JFK)	04R
Bismarck, ND (BIS)	31	New York, NY (LGA)	22
Boise, ID (BOI).....	10R	Newark, NJ (EWR).....	04R
Boston, MA (BOS)	04R	Oklahoma City, OK (OKC)	35R
Charlotte, NC (CLT)	36L	Omaha, NE (OMA)	14R
Chicago, IL (ORD).....	14R	Ontario, CA (ONT).....	26L
Cincinnati, OH (CVG)	36C	Philadelphia, PA (PHL)	09R
Cleveland, OH (CLE)	06R	Phoenix, AZ (PHX).....	08
Dallas/Fort Worth, TX (DFW)	17C	Pittsburgh, PA (PIT)	10L
Denver, CO (DEN).....	35R	Reno, NV (RNO)	16R
Des Moines, IA (DSM)	31	Salt Lake City, UT (SLC)	34L
Detroit, MI (DTW)	03R	San Antonio, TX (SAT)	12R
El Paso, TX (ELP)	22	San Diego, CA (SAN).....	09
Fairbanks, AK (FAI)	01L	San Francisco, CA (SFO)	28R
Great Falls, MT (GTF).....	03	San Juan, PR (SJU).....	08
Honolulu, HI (HNL)	08L	Seattle, WA (SEA)	16C
Houston, TX (IAH).....	26L	St. Louis, MO (STL)	30R
Indianapolis, IN (IND)	05L	Tampa, FL (TPA)	36L
Jacksonville, FL (JAX).....	07	Tulsa, OK (TUL).....	36R
Kansas City, MO (MCI).....	19R	Washington, DC (DCA)	01
Los Angeles, CA (LAX).....	24R	Washington, DC (IAD)	01R
Memphis, TN (MEM)	36L	Wichita, KS (ICT)	01L
Miami, FL (MIA).....	08R		

NOTE—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

FIREFIGHTING TRAFFIC AREAS

Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

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FSS TELEPHONE NUMBERS

Flight Service Station (FSS) facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large hub facilities and smaller remote facilities which are interconnected with the hubs.

Selected remote FSS facilities across the contiguous United States have variable part-time operating hours. Because of the interconnectivity between remote and hub facilities, all FSS services are available continuously using published telephone numbers and radio frequencies.

NORTH CENTRAL U.S.

MINNESOTA: Princeton Municipal (PNM)-**PNM FSS**

MISSOURI: Columbia, Columbia Regional (COU)-**COU FSS**

Telephone Information Briefing Service (TIBS) is a FSS service that provides continuous recordings of meteorological and/or aeronautical information including area and/or route briefings, airspace procedures and special announcements. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings 1-800-WX-BRIEF (1-800-992-7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) 1-877-4TIBS-WX(1-877-484-2799)

Clearance Delivery Only 1-888-766-8267

Lifeguard Flights Only 1-877-LIF-GRD3 (1-877-543-4733)

Flights within DC SFRA & FRZ * 1-866-225-7410

* District of Columbia Special Flight Rules Area & Flight Restricted Zone

**KEY to AERODROME FORECAST (TAF) and
AVIATION ROUTINE WEATHER REPORT
(METAR)**

TAF KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT
 FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA
 OVC008CB
 FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
 FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
 18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
TAF	Message type: <u>TAF</u> -routine or <u>TAF</u> AMD-amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	METAR
KPIT	ICAO location indicator	KPIT
091730Z	Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time	091955Z
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	COR
15005KT	In U.S. METAR : <u>COR</u> rected ob; or <u>AUTO</u> matized ob for automated report with no human intervention; omitted when observer logs on	22015G25KT
5SM	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VaRiaBle</u>); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; 00000KT for calm; for METAR , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180 <u>V260</u>	3/4SM
HZ	Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in TAF <u>Plus6SM</u> . (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	R28L/2600FT
FEW020	Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>/</u> ; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No change</u>)	TSRA
	Significant present, forecast and recent weather: see table (on back)	OVC010CB
	Cloud amount, height and type: <u>SKy</u> <u>Clear</u> 0/8, <u>FEW</u> >0/8-2/8, <u>SCaTtered</u> 3/8-4/8, <u>BroKeN</u> 5/8-7/8, <u>OverCast</u> 8/8; 3-digit height in hundreds of ft; <u>Towering</u> <u>CUmulus</u> or <u>CumulonimBus</u> in METAR ; in TAF , only <u>CB</u> . <u>Vertical Visibility</u> for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated METAR reports only, <u>CLeaR</u> for "clear below 12,000 feet"	18/16
	Temperature: degrees Celsius; first 2 digits, temperature <u>/</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06	A2992
	Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; (<u>Q</u> -hectoPascals, e.g., Q1013)	

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
WS010/31022KT	In U.S. TAF , non-convective low-level ($\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); "/"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u>	
FM1930	In METAR , <u>ReMark</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	
TEMPO 2022	<u>FroM</u> and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
PROB40 0407	<u>TEMPOrary</u> : changes expected for < 1 hour and in total, < half of 2-digit hour beginning and 2-digit hour ending time period	
BECMG 1315	<u>PROBability</u> and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period	
	<u>BECoMinG</u> : change expected during 2-digit hour beginning and 2-digit hour ending time period	RMK SLP045 T01820159

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER			
Intensity or Proximity			
- Light	"no sign"	Moderate	+ Heavy
VC	Vicinity: but not at aerodrome; in U.S. METAR , between 5 and 10SM of the point(s) of observation; in U.S. TAF , 5 to 10SM from center of runway complex (elsewhere within 8000m)		
Descriptor			
MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing
WEATHER PHENOMENA			
Precipitation			
DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets
UP Unknown precipitation in automated observations			
Obscuration			
BR Mist ($\geq 5/8$ SM)	FG Fog ($< 5/8$ SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust
Other			
SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "()" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, **Ceiling And Visibility OK** replaces visibility, weather and clouds if: visibility ≥ 10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052

National Oceanic and Atmospheric Administration—National Weather Service

**FAA AND NWS
KEY AIR TRAFFIC FACILITIES**

Air Traffic Control System Command Center

Main Number 703-904-4400

RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907-271-5464
Central	816-329-2500
Eastern	718-553-4502
Great Lakes	847-294-7202
New England	781-238-7500
Northwest Mountain	425-227-2500
Southern	404-305-5500
Southwest	817-222-5500
Western Pacific	310-725-6500

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601
Boston	617-238-7001	7:30 a.m.-4:00 p.m.	603-879-6633
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	630-906-8221
Cleveland	847-294-8400	8:00 a.m.-4:00 p.m.	440-774-0310
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-651-4100
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7300
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-5300
Indianapolis	847-294-8400	8:00 a.m.-4:00 p.m.	317-247-2231
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501
Kansas City	816-329-3000	7:30 a.m.-4:00 p.m.	913-254-8500
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500
Minneapolis	847-294-8400	8:00 a.m.-4:00 p.m.	651-463-5580
New York	718-995-5426	8:00 a.m.-4:40 p.m.	516-468-1001
Oakland	310-725-3300	6:30 a.m.-3:00 p.m.	510-745-3331
Salt Lake City	425-227-1389	7:30 a.m.-4:00 p.m.	801-320-2500
Seattle	425-227-1389	7:30 a.m.-4:00 p.m.	253-351-3500
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	847-608-5509
Dallas/Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-8400
New York	718-995-5426	8:00 a.m.-4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m.-3:30 p.m.	916-366-4001
Southern CA	310-725-3300	7:30 a.m.-4:00 p.m.	858-537-5800

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	781-238-7001	7:30 a.m.-4:00 p.m.	617-455-3100
Bradley Intl, CT	617-238-7001	7:30 a.m.-4:00 p.m.	203-627-3428
Burbank/Bob Hope, CA	310-725-3300	7:00 a.m.-5:30 p.m.	818-567-4806
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	847-294-8400	8:00 a.m.-4:00 p.m.	216-898-2020
Covington/Cincinnati, OH	708-294-7401	8:00 a.m.-4:30 p.m.	606-767-1006
Dallas/Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	847-294-8400	7:30 a.m.-4:00 p.m.	937-454-7300
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	847-294-8400	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Honolulu Intl, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	847-294-8400	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	816-329-3000	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-322-3350
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	847-294-8400	8:00 a.m.-4:00 p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	973-645-3103
Norman Y. Mineta San Jose Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-643-3200	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-840-5544
Ronald Reagan Washington National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-1535
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-643-3200	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-768-2900
St. Louis Lambert, MO	816-329-3000	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-661-6031
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	407-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

AIR ROUTE TRAFFIC CONTROL CENTERS

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

(R)CHICAGO CENTER

Burlington – 135.6
Cedar Rapids – 132.8
Des Moines – 127.05
Dubuque – 133.95 127.775 125.225
Moline – 135.825 118.75
Ottumwa – 118.15
Washington – 134.325 133.35 125.575

H-2-5-10, L-12-27-28-31, A-1
 (KZAU)

(R)DENVER CENTER – 124.8

Ainsworth – 132.7 127.95
Cheyenne – 125.9
Colby – 132.175 127.65
Crawford – 135.025 127.95
Goodland – 132.5
Grand Island West – 132.7
Hayes Center – 127.025
Hill City – 132.5
North Platte – 132.7 124.225
Ogallala – 132.7 126.325
O'Neill – 135.025 132.7
Rapid City – 127.95
Scottsbluff – 127.95
Sterling – 118.475

H-1-2-3-4-5-6, L-8-9-10-11-12-13-14-15
 (KZDV)

(R)KANSAS CITY CENTER – 132.325

Anthony – 133.2 118.35
Butler – 125.55
Chanute – 132.9
Chillicothe – 125.25
Columbia – 134.5 134.5 119.475 118.4
Dodge City – 120.725
Edna – 128.6 118.125
Emporia – 132.25 127.725 124.975 120.2
Farmington – 132.65 120.825 127.475
Garden City – 133.45 125.2
Hallsville – 126.975
Hutchinson – 134.3 132.825 118.8
Independence – 121.65
Kansas City – 127.125
Kirksville – 134.625 133.725 132.6
Liberal – 134.675 134.0
Manhattan – 127.35
Maples – 128.35
Richland – 128.35 125.675 124.1
Russell – 124.4
St. Charles – 125.9
St. Joseph – 127.9
St. Louis – 133.15 128.35
Salina – 134.9 125.175
Springfield – 133.475 127.5
Topeka – 134.725 125.425 123.8

H-5-6, L-10-15-16-27, A-2
 (KZKC)

(R)MEMPHIS CENTER

Malden – 134.65

H-5-6-9, L-15-16-17-18-22-25-26
 (KZME)

⑧MINNEAPOLIS CENTER – 134.45 125.5 120.3
Aberdeen – 120.6
Alexandria – 133.4 126.1
Bemidji – 134.75
Bismarck – 125.6 125.6
Brainerd – 118.05
Darwin – 125.5
Des Moines – 135.775 118.825 125.65
Dickinson – 124.25
Duluth – 134.55 134.55 127.9
Dupree – 126.8
Fairmont – 127.75
Fargo – 127.35
Farmington – 133.7
Ft. Dodge – 134.0
Grand Forks – 132.15
Grand Island – 126.05
Green Bay – 125.55
Hastings – 135.1 119.4
Huron – 126.25
International Falls – 120.9
Iron Mountain – 133.45 121.25
Jamestown – 126.8 124.2
La Crosse – 128.6 118.85
Lincoln – 119.525
Mankato – 135.0
Marysville – 134.225 126.4
Mason City – 134.25 127.3
Minot – 127.6 127.6 118.9
Mosinee – 124.4
Omaha – 132.725 128.75 119.6
O'Neill – 128.0 124.875
Pierre – 128.425 125.1
Princeton – 121.05
Redwood Falls – 133.075 127.1 119.875
Rochester – 132.35
Roseau – 134.75
Sioux City – 119.725 124.1
Sioux Falls – 132.05
Traverse City – 338.3
Watertown – 128.5
White Cloud – 132.55 120.85

H-2-5-10-11, L-10-12-13-14-27-28-31
(KZMP)

⑧SALT LAKE CITY CENTER
Watford City – 126.85 126.85

H-1-2-3, L-9-11-12-13-14
(KZLC)

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

COLUMBIA AFSS

BUTLER VORTAC 115.9T 122.1R
CHILLICOTHE RCO 122.25
CLINTON RCO 122.4
COLUMBIA RCO 119.3 122.2 122.65
DOGWOOD VORTAC 109.4T 122.1R
DOWNTOWN RCO **122.6**
HALLSVILLE VORTAC 114.2T 122.1R
JEFFERSON CITY RCO 122.25
JOHNSON COUNTY RCO 122.15
JOPLIN RCO 122.6
KANSAS CITY VORTAC 113.25T 122.1R 122.65
KIRKSVILLE VORTAC 114.6T 122.1R 122.2
LEBANON RCO 122.5
MACON VOR/DME 112.9T 122.1R
MAPLES VORTAC 113.4T 122.1R
NEOSHO VOR/DME 117.3 122.1R
POINT LOOKOUT RCO 122.65
ST JOSEPH VORTAC 115.5T 122.1R 122.3
SEDALIA RCO 122.05
SPRINGFIELD VORTAC 116.9T 122.1R **122.55**
SUNSHINE RCO 122.15
VICHY VOR/DME 117.7T 122.1R 122.35
WEST PLAINS RCO 122.15

COLUMBUS AFSS

AINSWORTH RCO 122.4
ALLIANCE RCO 122.3
BEATRICE RCO 122.5
CENTRAL NEBRASKA RCO 122.45
CHADRON VOR/DME 113.4T 122.1R 122.5
COLUMBUS RCO 122.2 122.4
HASTINGS VOR/DME 108.8T 122.1R
HAYES CENTER VORTAC 117.7T 122.1R
KEARNEY RCO 122.55
LEE BIRD RCO **122.5**
LINCOLN RCO **122.65**
MC COOK RCO **122.6**
NORFOLK VOR/DME 109.6T 122.15
OMAHA RCO **122.35**
O'NEILL RCO 122.45
PAWNEE CITY VORTAC 112.4T 122.1R
SCOTTSBLUFF VORTAC 112.6T 122.1R **122.6**
SIDNEY VORTAC 115.9T 122.1R **122.45**
THEDFORD RCO 122.4
WOLBACH VORTAC 114.8T 122.1R

FORT DODGE AFSS

BURLINGTON RCO 122.65
CEDAR RAPIDS RCO 122.55
CHARLES CITY RCO 122.4
DAVENPORT RCO 122.5
DENISON RCO 122.25
DES MOINES RCO 122.65
DUBUQUE RCO 122.05
FORT DODGE RCO 122.2 122.3
GRINNELL RCO **122.35**
IOWA CITY VORTAC 116.2T 122.1R 122.25
LAMONI VORTAC 116.7T 122.1R
MASON CITY RCO 122.6
NEWTON VOR/DME 112.5T 122.1R
OMAHA VORTAC 116.3T 122.1R
OTTUMWA RCO 122.4
SIOUX CITY VORTAC 116.5T 122.1R 122.45
SPENCER RCO 122.15
WATERLOO RCO 122.05
WAUKON VORTAC 116.6T 122.1R

GRAND FORKS AFSS

BISMARCK RCO 122.2
BOWMAN RCO 122.4
DEVILS LAKE RCO 122.3
DICKINSON RCO 122.2
FARGO RCO 122.425
GRAND FORKS RCO 122.2 **122.6**
GRAND FORKS VOR/DME 114.3T
HAZEN RCO 122.45
JAMESTOWN VOR/DME 114.5T 122.2 123.6
MINOT RCO 122.2
ROLLA RCO 122.65
WILLISTON RCO **123.6**

GREEN BAY AFSS 122.2 122.55

RED WING RCO 122.6

HURON AFSS

ABERDEEN VOR/DME 113.0T 122.1R 122.4
BROOKINGS RCO 122.65
BUFFALO RCO 122.15
DUPREE RCO 122.6
HURON VORTAC 117.6T 122.1R 122.2 122.6 123.6
MITCHELL RCO 122.3
MOBRIDGE RCO 122.35
PHILIP RCO 122.4
PIERRE RCO 122.2
RAPID CITY VORTAC 112.3T 122.1R 122.65
SIOUX FALLS RCO 122.2
SPEARFISH RCO 122.55
WATERTOWN RCO 122.5
WINNER VOR 112.8T 122.1R
YANKTON RCO 122.55

PRINCETON AFSS

ALBERT LEA RCO 122.05
ALEXANDRIA RCO 122.6
ANOKA COUNTY RCO 122.55
AUSTIN RCO 122.5
BAUDETTE RCO 122.4
BEMIDJI RCO 123.6
BRAINERD RCO 123.65
CRANE LAKE RCO 122.2
DARWIN VORTAC 109.0T 122.1R
DETROIT LAKES RCO 122.5
DULUTH RCO 122.35
ELY VOR/DME 109.6T 122.1R
EVELETH RCO 122.45
FAIRMONT VOR/DME 110.2T 123.6R
FARMINGTON VORTAC 115.7T 122.1R
FERGUS FALLS RCO 122.35
GRAND MARAIS RCO 122.3
GRAND RAPIDS RCO 122.05
HIBBING RCO 122.6
HUMBOLDT VORTAC 112.4T 122.1R
INTL FALLS RCO 123.6
MADISON RCO 122.3
MANKATO VOR/DME 110.8T 122.1R
MARSHALL RCO 122.35
MINNEAPOLIS RCO 122.3
MONTEVIDEO RCO 122.45
MORA RCO 122.4
MORRIS RCO 122.25
NODINE VORTAC 117.9T 122.1R
OWATONNA RCO 122.25
PARK RAPIDS VOR/DME 110.6T 122.1R
PRINCETON RCO 122.2
REDWOOD FALLS RCO 122.4
THIEF RIVER FALLS VOR/DME 108.4T 122.1R 123.6R
ROCHESTER RCO 122.45
ROSEAU RCO 122.25
ST CLOUD RCO 122.5
WARROAD RCO 122.55
WILLMAR RCO 122.15
WINONA RCO 122.15
WORTHINGTON VOR/DME 110.6T 122.1R 123.6R

SAINT LOUIS AFSS

BIBLE GROVE VORTAC 109.0T 122.05R
CAPE GIRARDEAU VOR/DME 112.9T 122.1R **122.4**
CAPITAL VORTAC 112.7T 122.1R 122.25
CENTRALIA VORTAC 115.0T 122.1R
CHAMPAIGN (URBANA) RCO 122.45
DECATUR RCO 122.3
FARMINGTON VORTAC 115.7T 122.1R 122.3
FORISTELL VORTAC 110.8T 122.1R
MALDEN VORTAC 111.2T 122.1R
MARION VOR/DME 110.4T 122.1R
MATTOON VOR/DME 109.4T 123.6R
QUINCY VORTAC 113.6T 122.1R 122.5
ST LOUIS VORTAC 117.4T 122.1R 122.2 122.6 122.45
ST LOUIS RGNL RCO 122.45 122.6
SAMSVILLE VOR/DME 116.6T 122.1R
SPINNER RCO 122.25
SPIRIT of ST LOUIS RCO 122.2 124.75
VANDALIA VORTAC 114.3T 122.1R

WICHITA AFSS

ANTHONY VORTAC 112.9T 122.1R
CHANUTE RCO 122.35
DODGE CITY RCO 122.35
EMPORIA RCO 122.3
FT LEAVENWORTH RCO 122.35
GARDEN CITY RCO 122.45
GOODLAND RCO 122.4
GREAT BEND RCO 122.5
HAYS RCO 122.3
HILL CITY RCO **122.65**
HUTCHINSON RCO 122.05
LIBERAL RCO 122.4
MANHATTAN RCO **122.65**
MANKATO VORTAC 109.8T 122.1R
MC PHERSON RCO 122.15
OSWEGO VORTAC 117.6T 122.1R
PARSONS RCO 122.35
RUSSELL RCO 122.6
SALINA RCO 122.4
STROTHER RCO 122.5
TOPEKA RCO 122.45
ULYSSES RCO 122.3
WICHITA RCO 122.2 **122.65**

FSDO
FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

IOWA

Des Moines FSDO
3753 Convenience Blvd
Ankeny, IA 50021
Telephone: 515-289-3840

KANSAS

Wichita FSDO
1801 Airport Road
Wichita, KS 67209
Telephone: 316-941-1200

MINNESOTA

Minneapolis FSDO
6020 28TH Ave. South, Room 201
Minneapolis, MN 55450
Telephone: 612-713-4211

MISSOURI

Kansas City FSDO
901 Locust, Room 403
Kansas City, MO 64106
Telephone: 816-329-4000

St. Louis FSDO
10801 Pear Tree Lane
St. Ann, MO 63074
Telephone: 314-429-1006

NEBRASKA

Lincoln FSDO
3431 Aviation Rd, Suite 120
Lincoln, NE 68524
Telephone: 402-475-1738

NORTH DAKOTA

Fargo FSDO
4620 Amber Valley Pkwy
Fargo, ND 58104
Telephone: 701 277-1245

SOUTH DAKOTA

Rapid City FSDO
909 St. Joseph Street
Suite 700
Rapid City, SD 57701
Telephone: 605-737-3050



PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flights are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.
7. Intersection names are spelled out.
8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90-170 incl) altitude flight level assignment in hundred of feet.
12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

Sun	1300-2259 local time.
Mon thru Fri	0701-2259 local time.
Sat	0701-1459 local time.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
DES MOINES (DSM)		
Memphis (MEM).....	V175 MAW	0000-2359
KANSAS CITY METRO AREA		
Chicago Midway (MDW)	PIA MOTIF-STAR	0000-2359
Chicago O'Hare (ORD).....	EXCEL V116 PIA V262 BDF V10 PLANO	0000-2359
Indianapolis (IND)	EXCEL V116 UIN V50	0000-2359
Louisville (SDF).....	ANX V12 COU V44 HODGS V175 VIH V178 FAM V190 PXV V4	0000-2359
	or ANX V159 AUGIE V234 VIH V178 FAM V190 PXV V4	0000-2359
St. Louis (STL)	LAKES-DP COU TRAKE TRAKE-STAR.....	0000-2359
Terre Haute (HUF).....	EXCEL V116 UIN V50	0000-2359
MINNEAPOLIS METRO AREA		
Chicago Midway (MDW)	V2 LNR V171 RFD V128 V8 JOT	0000-2359
Chicago O'Hare (ORD).....	V2 V97 KRENA	0000-2359
ST. LOUIS METRO AREA		
Chicago Midway (MDW)	CARDS-DP SPI V9 PNT V69 JOT	0000-2359

Terminals	Route	Effective Times (UTC)
Chicago O'Hare (ORD).....	(at or blo 170) CARDS-DP SPI V9 PNT V227 PLANO	0000-2359
Cleveland (CLE).....	(non-turbojets) TURBO-DP DEC VHP V14 MIE V210 ROD ABERZ-STAR	
Columbus (CMH)	TOY V12 J134 GBEES CVG V5 JOGER	
Indianapolis (IND)	(Turbojets) GATWY-DP VHP	
	or	
Kansas City (MCI).....	(Non-turbojets) TURBO-DP DEC VHP	
SPRINGFIELD (SGF)	OZARK-DP MCM BQS-STAR	
Indianapolis (IND)	V190 FAM V72 BIB V12 KELLY	0000-2359
	or	
Springfield (SPI)	V190 PXV V11	0000-2359
Terre Haute (HUF).....	V63 UIN V50 SPI	0000-2359
	V190 PXV V7	0000-2359
WICHITA (ICT)		
Indianapolis (IND)	V12 EMP V234 ENL V72 BIB V12 KELLY	0000-2359
Louisville (IIL).....	V350 CNU V132 SGF V190 PXV V4	0000-2359
Terre Haute (HUF).....	V12 EMP V234 ENL V72 BIB	0000-2359
HIGH ALTITUDE		
Terminals	Route	Effective Times (UTC)
KANSAS CITY (MCI)		
Baltimore (BWI).....	LAKES-DP COU STL J24 VHP ROD J152 J162 MGW EMI-STAR	
Chicago O'Hare (ORD).....	ROYAL-DP JTHRO IRK BDF BDF-STAR	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Dallas/Fort Worth (DFW)	RACER TUL UKW	
Detroit Metro-Wayne (DTW).....	MKG POLAR-STAR.....	
Kennedy (JFK)	LAKES-DP COU STL J24 VHP ROD J29 JHW J70 LVZ LENDY-STAR	
La Guardia (LGA)	ROYAL-DP JTHRO IRK BDF JOT J146 ETG MIP-STAR	
Milwaukee (MKE)	ROYAL-DP JTHRO IRK BDF JOT VEENA-STAR	1100-0400
Newark (EWR)	ROYAL-DP JTHRO IRK BDF JOT J146 GIJ J554 JRL 584 SLT FQM-STAR	
Washington Dulles (IAD).....	LAKES-DP COU STL J24 VHP J80 J30 BUCKO JASEN-STAR	
	or	
	LAKES-DP COU STL J24 VHP J80 AIR MGW MGW 121 VERNI ESL ROYIL-STAR.....	
	or	
	(GPS or DME/DME IRU equipped)	
	or	
	LAKES-DP COU STL J24 VHP J80 AIR MGW VERNI ESL SHNON (RNAV)-STAR	
Washington Natl (DCA).....	LAKES-DP COU STL J24 VHP J80 J30 BUCKO BUCKO-STAR	
	or	
	LAKES-DP COU STL J24 VHP J80 J30 SHAAR WZRDD-STAR	
	or	
	LAKES-DP COU STL J24 VHP J80 J30 SHAAR ELDEE (RNAV)-STAR.....	
LINCOLN (LNK)		
Chicago O'Hare (ORD).....	FOD DBQ JVL-STAR	0700-2359
MINNEAPOLIS (MSP)		
Atlanta (ATL).....	ZMBRO-DP ODI J30 BRIBE BDF ENL ENL162 PLESS TINGS J45 BNA RMG-STAR	1100-0400
	or	

Terminals	Route	Effective Times (UTC)
Baltimore (BWI).....	(RNAV only) ZMBRO-DP ODI J30 BRIBE ENL ENL162 PLESS TINGS J45 BNA ERLIN (RNAV)-STAR.....	1100-0400
Chicago Midway (MDW).....	DLL J34 AIR J162 MGW EMI-STAR	1100-0400
Chicago O'Hare (ORD).....	DBQ CVA MOTIF-STAR	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	RST JVL-STAR	0000-2359
Dallas/Fort Worth (DFW).....	COULT-DP DLL J34 GRR HIMEZ-STAR	
Denver (DEN).....	J21 IRW UKW	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	FSD J114 SNY LANDR-STAR	
Fort Lauderdale (FLL).....	DLL BAE MKG LAN SPRTN-STAR	
Fort Myers (RSW)	ROCHESTER-DP ALO J233 J45 STL J45 BNA J73 SZW J43 PIE FORTL-STAR	
Kansas City (MKC)	or (DME/DME-IRU or GPS) MSP ROCHESTER-DP ALO J233 J45 STL J45 BNA J73 SZW JINGL (RNAV)-STAR	
Kennedy (JFK).....	(DME/DME-IRU or GPS) ODI J30 BRIBE BDF ENL ENL162 PLESS J45 BNA J73 SZW TYNEE (RNAV)-STAR	1100-0300
La Guardia (LGA).....	FOD RBA-STAR	0000-2359
Madison (MSN).....	DLL BAE J34 J146 ETG MIP-STAR	0700-2359
Marco Island (MKY)	ODI MSN	
Memphis (MEM).....	(DME/DME/IRU or GPS) ODI J30 BRIBE BDF ENL ENL162 PLESS J45 BNA J73 SZW PIKKR (RNAV)-STAR	
Miami (MIA).....	ALO J233 STL J35 FAM QOE-STAR	
Milwaukee (MKE)	ROCHESTER-DP ALO J233 J45 STL J45 BNA J73 SZW J43 PIE CYY-STAR	
Myrtle Beach (MYR).....	or (E, /G, /R, /J, /L, /Q) MSP ROCHESTER-DP ALO J233 J45 STL J45 BNA J73 SZW J43 PIE DEEDS (RNAV)-STAR	
Naples (APF).....	ODI MSN V2 WAITS	0700-2359
Nashville (BNA).....	EARND ELANE EMMLY ERECO IIU RYANS	
Newark (EWR).....	(GPS required) ODI J30 BRIBE BDF ENL ENL162 PLESS J45 BNA J73 SZW PIKKR (RNAV)-STAR	1100-0400
Oakland (OAK).....	ODI J30 BRIBE BDF ENL ENL162 PLESS J45 ATL J89 OTK LESE-STAR	
Orlando (ORL) (MCO)	or (GPS or DME/DME-IRU equipped) ODI J30 BRIBE BDF ENL ENL162 PLESS J45 ATL J89 OTK PIGLT (RNAV)-STAR	1100-0400
Palm Beach (PBI)	(GPS or DME/DME-IRU equipped) ROCHESTER-DP ALO J233 J45 STL J45 BNA J73 SZW WLACE	
Philadelphia (PHL)	COULT-DP DLL BAE J34 CRL CXR EWC JST BUNTS-STAR	
Phoenix (PHX)	ONL LBF PUB ALS J102 ZUN FOSSL-STAR	
Pottstown (PTW).....	COULT-DP DLL BAE J34 CRL CXR EWC JST	
St. Louis (STL).....	RST ALO J233 CNOTA RIVRS-STAR	
Salt Lake City (SLC).....	ABR J158 DDY J202 OCS OGD.....	
San Francisco (SFO)	ABR J32 FMG ILA PYE	
Sarasota/Bradenton (SRQ).....	ODI J30 BRIBE BDF ENL ENL162 PLESS J45 BNA J73 SZW CLAMP-STAR	1100-0400
Tampa (TPA)	ODI J30 BRIBE BDF ENL ENL162 PLESS J45 BNA J73 SZW DARBS-STAR	1100-0400

Terminals	Route	Effective Times (UTC)
Washington Dulles (DCA).....	DLL J34 SHAAR WZRRD-STAR	
	or	
Washington Natl (IAD).....	DLL J34 SHAAR ELDEE (RNAV)-STAR	
	DLL J34 AIR MGW MGW121 VERNI ESL ROYIL-STAR	
	or	
West Palm Beach (PBI)	(GPS or DME/DME-IRU equipped) DLL J34 AIR MGW VERNI SHNON (RNAV)-STAR	
	(GPS or DME/DME-IRU equipped) ROCHESTER-DP ALO J233 J45 STL J45 BNA J73 SZW CTY GULLO (RNAV)-STAR	
	or	
	ROCHESTER-DP ALO J233 J45 STL J45 BNA J73 SWZ CTY LLAKE-STAR	1100-0400
OMAHA (OMA)		
Chicago O'Hare (ORD).....	FOD DBQ JVL-STAR	0700-2359
ROCHESTER (RST)		
Chicago O'Hare (ORD).....	RST JVL-STAR	0000-2359
ST LOUIS (STL)		
Baltimore (BWI).....	GATWY-DP IIU J526 BKW J147 CSN OTT-STAR	
Boca Raton (BCT).....	(DME/DME/IRU OR GPS) PLESS-DP BNA J73 SZW PRRIE (RNAV)-STAR	
Boston (BOS).....	GATWY-DP ROD J29 JHW J82 ALB GDM GDM-STAR	
Chicago Midway (MDW).....	CARDS-DP SPI MOTIF-STAR	1200-0400
Chicago O'Hare (ORD).....	CARDS-DP BDF BDF-STAR,..	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	GATWY-DP JIGSY J134 JUDDI CVG ABERZ-STAR.. or (turbojets) GATWY-DP JIGSY J134 JUDDI CVG ABERZ-STAR	
Columbus (CMH)	GATWY-DP ROD V210 GUNNE	
Dallas/Fort Worth (DFW)	LINDY-DP MAP RZC FSM BYP	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQQ)	GATWY-DP VHP FWA CRUXX-STAR	
Fort Lauderdale (FLL)	GATWY-DP VHP FWA V96 VWV VWV051 POOFE... (all others) PLESS-DP BNA J73 SZW J43 PIE FORTL-STAR..... or (DME/DME/IRU OR GPS) PLESS-DP BNA J73 SZW JINGL (RNAV)-STAR.....	
Fort Myers (FMY)	(DME/DME/IRU OR GPS TURBOJET) LINDBERGH-DP MAW VUZ J39 MGM J41 SZW TYNEE (RNAV)-STAR.....	
Houston George Bush Intcntl (IAH)	(Turbojets-GPS or DME/DME-IRU equipped) LINDY-DP LIT J180 SWB TXMEX (RNAV)-STAR .. or (non-advanced NAV only) LINDY-DP LIT J180 SWB DAS-STAR	
Houston Hobby (HOU)	(GPS or DME/DME-IRU equipped) LINDY-DP LIT J180 SWB ROKIT (RNAV)-STAR	
	or	
	(non-advanced NAV only) LINDY-DP LIT J180 SWB DAS-STAR	
La Guardia (LGA)	GATWY-DP ROD J29 J146 ETG MIP-STAR	
Miami (MIA)	(all others) PLESS-DP BNA J73 SZW J43 PIE CYY-STAR	
	or	
	(DME/DME/IRU OR GPS TURBOJET) PLESS-DP BNA J73 SZW SSCOT (RNAV)-STAR	
Orlando Executive (ORL).....	PLESS-DP BNA J73 SZW OTK LESE-STAR	
	or	
	(GPS or DME/DME-IRU equipped) PLESS BNA J73 SZW OTK PIGLT (RNAV)-STAR	1100-0400

Terminals	Route	Effective Times (UTC)
Orlando Intl (MCO)	(GPS or DME/DME-IRU equipped) PLESS BNA J73 SZW OTK PIGLT (RNAV)-STAR	1000-0400
Tampa (TPA)	LINDY-DP MAW VUZ J41 SZW DARBS-STAR	1100-0400
Washington Dulles (IAD).....	BLUES-DP IIU J526 BKW ROYIL-STAR	
	or	
	BLUES-DP IIU J526 BKW SHNON (RNAV)-STAR ...	
	GATWY-DP IIU J526 BKW WZRRD-STAR	
	or	
	GATWY-DP IIU J526 BKW ELDEE (RNAV)-STAR	
Washington Nati (DCA)	(DME/DME/IRU OR GPS) PLESS-DP BNA J73 SZW WLACE (RNAV)-STAR	
West Palm Beach (PBI)		

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals	Route	Effective Times (UTC)
Traffic overflying Kansas City VORTAC (MCI) to IAD: MCI	J24 IIU J8 HVQ ROYIL-STAR	
	or	
	J24 IIU J8 HVQ SHNON (RNAV)-STAR.....	
Traffic overflying Lamoni VORTAC (LMN) to IAD: LMN	(GPS or DME/DME-IRU equipped) J64 FWA APE AIR MGW VERNI ESL ROYIL-STAR	
	or	
	(GPS or DME/DME-IRU equipped) J64 FWA APE AIR MGW VERNI ESL SHNON (RNAV)-STAR	
Traffic overflying Saint Louis VORTAC (STL) to IAD: STL	IIU J8 HVQ ROYIL-STAR	
	or	
	IIU J8 HVQ SHNON (RNAV)-STAR.....	

Q-ROUTES

Q ROUTES REGULATORY

Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

Route	Segment	DME
Q1	ELMAA–ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE–EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON–EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY–ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE–ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
Q2	ETCHY–POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL–ITU CO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
Q3	ITU CO–NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
	FEPOT–FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK–FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY–FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
Q4	FINER–FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND–POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
Q5	SCOLE–SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR–ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL–SKTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
	SKTR–EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
Q7	HAROB–HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU–HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR–HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG–HPUTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
Q9	HPUTU–STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL
	JINMO–JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN–JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ–JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
Q11	JAGWA–AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
	SUMMA–SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE–SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE–REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
Q13	REBRG–DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
	PAAGE–PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
	PAWLI–PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE–PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
Q15	PUSHH–LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
	All segments	None; GNSS required
	All segments	None; GNSS required
	PLESS–NASHVILLE	ENL, GQO, PVX, BNA, IIU, FAM, BWG, CSX
Q20	CORONA–HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
	HONDS–UNNOS	CNX, INK, CME, TXO, TCC
	UNNOS–FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO–JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
Q21	JONEZ–RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
	GUSTI–OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY–ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI
	ACMES–CATLN	SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI

Route	Segment	DME
Q23	FORT SMITH-RAZORBACK	OKM, RZC, EOS, TUL
Q24	LAKE CHARLES-BATON ROUGE	AEX, DAS, LCH, MCB, LFT, BTR
Q25	BATON ROUGE-IRUBE	AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBV
	IRUBE-PAYTN	GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
MEEOW-WALNUT RIDGE	ELD, MEM, LIT, FAM, RZC	
WALNUT RIDGE-WLSUN	MEM, STL, BWG, PVX, ENL, FAM, ARG, BNA, CSX, TTH	
WLSUN-POCKET CITY	BWG, PVX, ENL, BNA, TTH	
Q26	WALNUT RIDGE-DEVAC	LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH-ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN-PYRMD	EIC, LIT, ELD, OKM, TXK
PYRMD-HAKAT	ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK	
HAKAT-ESTEE	ARG, LIT, FAM, SGF, MEM	
ESTEE-POCKET CITY	ARG, CSX, FAM, PVX, ENL, MEM, STL, BWG, TTH, BNA	
Q29	HARES-MEMPHIS	MEM, ARG, LIT, JAN, ELD, SQS
MEMPHIS-SIDAE	MEM, PVX, BNA, BWG, ARG, ENL	
SIDAE-POCKET CITY	PXV, TTH, BWG, ENL	
Q30	SIDON-VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART-JODOX	SQS, LIT, TXK
JODOX-MARVELL	SQS, LIT, ELD, MEM, ARG	
MARVELL-TIID	ARG, BWG, PVX, FAM, LIT, MEM, ENL, TTH	
TIID-POCKET CITY	BWG, PVX, ENL, TTH	
Q32	EL DORADO-GAGLE	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK
GAGLE-CRAMM	JAN, SQS, MEM, ARG, VUZ, BNA, LIT	
CRAMM-NASHVILLE	BWG, MEM, VUZ, BNA, GQO	
NASHVILLE-SWAPP	BWG, IIU, PVX, VXV, BNA, GQO	
Q33	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
LITTLE ROCK-PROWL	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL	
Q34	TEXARKANA-MATIE	LIT, SWB, TXK, BYP, EIC, ELD, SQS
MATIE-MEMPHIS	LIT, ARG, MEM, ELD, SQS	
MEMPHIS-SWAPP	BWG, ARG, MEM, MKL, SQS, PVX, BNA, GQO, IIU, VXV	
Q35	KIMBERLY-NEERO	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SD0
NEERO-WINEN	BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE	
WINEN-CORKR	CDC, BCE, BLD, ICL, MLF, TBC, PGS, INW, DRK	
CORKR-DRAKE	TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD	
Q36	RAZORBACK-TWITS	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT
TWITS-DEPEC	MEM, GQO, BNA, BWG, FAM, ARG, PVX, IIU	
DEPEC-NASHVILLE	GQO, BWG, BNA, PVX, IIU	
NASHVILLE-SWAPP	VXV, BWG, BNA, GQO, PVX, IIU	
Q38	ROKIT-INCIN	DAS, LCH, SWB, IAH, LFK, HUB, AEX
INCIN-LAREY	JAN, MCB, SWB, AEX	
LAREY-BESOM	JAN, JYU, MEI, SQS, VUZ	
Q40	ALEXANDRIA-DOOMS	AEX, SWB, LCH, JAN, HEZ, MCB
DOOMS-WINAP	JAN, SQS, MEI, MCB	
WINAP-MISLE	MEI, VUZ, JYU	
Q42	KIRKSVILLE-STRUKE	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX
STRUKE-DANVILLE	ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GJ, FWA, GSH, IRK	
DANVILLE-MUNCIE	GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM	
MUNCIE-HIDON	FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC	
HIDON-BUBAA	AIR, APE, HNN, CXR, HVQ, EWC, DJB	
BUBAA-PSYKO	AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB	
PSYKO-BRMAN	PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT	
BRMAN-MAALS	EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE	
MAALS-SUZIE	ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK	
SUZIE-EAST TEXAS	JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN	
EAST TEXAS-ELIOT	HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK	
DEFUN-HEVNN	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG	
HEVNN-PLYER	PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD	
PLYER-SWABE	PIE, ORL, OMN, SRQ, TAY	
SWABE-ST PETERSBURG	LAL, ORL, OMN, SRQ, PHK, PIE	
ST PETERSBURG-CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN	

Route	Segment	DME
Q106	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
Q108	GADAY-CLAWZ	MGM, SJI, CEW, JYU, PZD, OTK, MCN, SZW, LGC, TAY, AMG
Q110	THNDR-JAYMC	SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI
	JAYMC-RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO-KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	AMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
	GULFR-FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
Q112	DEFUN-HEVNV	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVNV-INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
Q116	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
	GULFR-CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
Q118	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
Q501	VIXIS-GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU, DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
Q502	KENPA-GOPHER	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD
Q504	GOPHER-SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD
Q505	NOTAP-CESNA	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD SSM, TVC, ASP, SAW, GRB SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB
	CESNA-HEMDI	
	OMAGA-RIMBE	
	RIMBE-CESNA	
	CESNA-HEMDI	

RNAV Routing Pitch and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

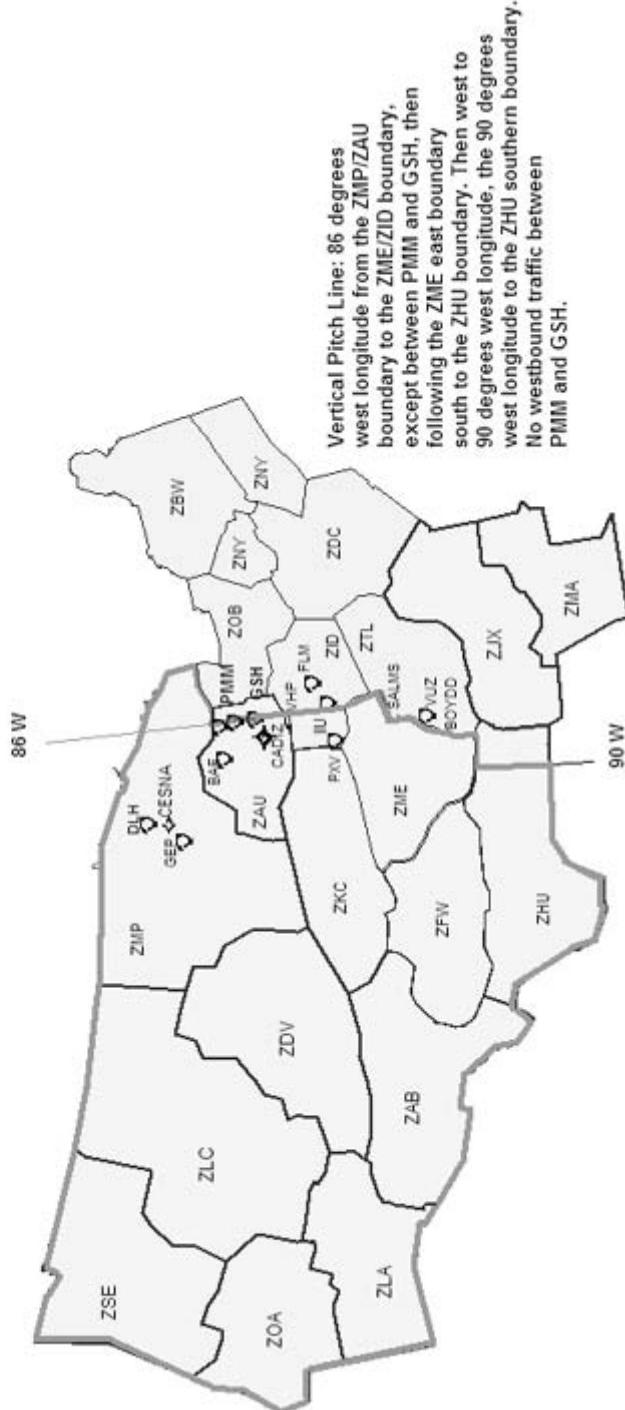
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcome.do>. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.



HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MZV or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD-STAR Or MLC J105 SGF BDF BRADFORD-STAR
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, EMG, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE-RNAV STAR or Aircraft joining J37 to the northeast, BPT GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, ELD Q32 J42

Houston Hobby	LIT, EMG, MLC, JCT, or Aircraft joining J42 to the northeast, ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTs or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ, MCM or HLV MCI
San Antonio Terminal Area	FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area	GALLI, INSLO, HAROL JSICA
Oakland	GALLI, INSLO, HAROL JSICA
San Jose	GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY

*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVAC or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)-STAR or PATYN HONIE (RNAV)-STAR
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Baltimore-Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton-Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR-STAR or VHP FWA MIZAR-STAR
Detroit Young	VHP FWA or LAN SPRTN-STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEI, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEI, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY-STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh-Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEI, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEI, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501

or

Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP

or

Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY-STAR or ESPAN FRIHO-STAR or LAVAN LAVAN-STAR or FTI FRIHO-STAR or MIERA MIERA-STAR
Austin Terminal Area	Aircraft west of a north-south line at LFK, BLEWE or Aircraft east of a north-south line at LFK, IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)-STAR
Chicago Midway	CVA MOTIF-STAR or PIA MOTIF-STAR or DBQ CVA MOTIF-STAR or LMN MOTIF-STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE-STAR or TVC PULLMAN-STAR or FOD DBQ JVL JANESVILLE-STAR or MCW JANESVILLE-STAR or GCK IRK BRADFORD-STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

Denver Terminal Area	OATHE DANDD-STAR or HGO QUAIL-STAR or LOPEC-STAR or ALS LARKS-STAR or HBU POWDR-STAR or EKR TOMSN-STAR or CHE TOMSN-STAR or BFF LANDR-STAR or LBF SAYGE-STAR or HCT SAYGE-STAR or RSK LARKS-STAR or LAA QUAIL-STAR or GCK J154 RYLINE DANDD-STAR or OCS J154 ALPOE RAMMS-STAR or YANKI J114 SNY LANDR-STAR or Aircraft filed BIL or east, MBW RAMMS-STAR
Ft Lauderdale or Ft Lauderdale Executive	CEW DEFUN Q104 PIE SWAGS (RNAV)-STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVNV Q104 PIE SWAGS (RNAV)-STAR
Houston Bush	CRP, CVE, LLO, LUKIY, SAT or Aircraft south and east of LLA, LLA or MISLE Q40 AEX or Aircraft north and east of SJI, SJI or Aircraft east of PXV, PXV Q31 DHART SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Houston Hobby	CRP, ELLVR, SAT, SWB or Aircraft south and east of GIRLY, GIRLY or Aircraft north and east of SJI, SJI or BESOM Q38 ROKIT ROKIT-STAR or Aircraft east of PXV, PXV Q29 HARES SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Jacksonville	GADAY ZOOSS TAY Aircraft through ZHU airspace remain south of ZME and ZTL airspace or ZOOSS TAY

John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA PGS LYNSY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVVN Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLS
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)-STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW INPIN GULLO (RNAV)-STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL-STAR or LARNO BONVL-STAR or MOXEE MOXEE-STAR
St. Louis Terminal Area	SGF TRAKE-STAR or BUM TRAKE-STAR or ANX TRAKE-STAR or LMN IRK RIVRS-STAR or RBS VANDALIA-STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE-STAR or EKR MTU SPANE-STAR or BCE DTA-TCH or MLF DTA-TCH or BVL BONNEVILLE-STAR or BYI BEARR-STAR or PIH BEARR-STAR or DBS BRIGHAM CITY-STAR or JAC BRIGHAM CITY-STAR or BPI BRIGHAM CITY-STAR or OCS BRIGHAM CITY-STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north-south line at LFK, BLEWE or East of a north-south line at LFK, IDU

San Francisco	FMG GOLDEN GATE-STAR or MVA MODESTO-STAR or ENI GOLDEN GATE-STAR or OAL MODESTO-STAR or South of a line ILC to DVC, REANA KATTS OAL MODESTO-STAR
San Jose	FMG HYP EL NIDO-STAR or OAL HYP EL NIDO-STAR or ENI GOLDEN GATE-STAR or South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO-STAR
Seattle Terminal Area	Aircraft From northeast, southeast, south, TEMPL GLASR-STAR or SUNED CHINS-STAR or BTG OLMPYIA-STAR
Southwest Florida Airports RSW and FMY	CEW DEFUN Q104 SWABE JOSFF-STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW HEVNV Q104 SWABE JOSFF-STAR
Tampa Terminal Area	CEW DEFUN Q104 HEVNV DARBS-STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW DARBS-STAR
Tucson	DRK PXR or MOHAK GBN

VFR WAYPOINTS

VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints. VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name. VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

BALTIMORE-WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57' /W076°20.38'
VPONX	_____	N39°06.65' /W076°55.92'
VPPOP	_____	N38°56.32' /W076°36.90'

BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17' /W070°49.48'
VPBLT	_____	N42°19.67' /W070°53.40'
VPCGS	_____	N42°22.08' /W071°03.13'
VPEVS	_____	N42°23.52' /W071°04.10'
VPFEN	_____	N42°12.58' /W071°08.88'
VPFRE	_____	N42°25.03' /W071°12.32'
VGVL	_____	N42°21.88' /W070°52.18'
VPHAM	_____	N42°30.13' /W071°07.15'
VPPIK	_____	N42°20.37' /W071°15.93'
VPQUA	_____	N42°12.10' /W071°04.78'
VPQUB	_____	N42°12.60' /W070°59.83'
VPSPF	_____	N42°24.20' /W071°09.47'
VPTOB	_____	N42°31.42' /W070°59.82'
VPWAN	_____	N42°36.88' /W071°19.45'

BOSTON TERMINAL AREA CHART

VPCOH	Cohasset	N42°13.58' /W070°48.94'
VCUT	Cuttyhunk Harbor	N41°25.50' /W070°55.03'
VPFRA	Framingham Shopping Center	N42°18.16' /W071°23.65'
VPHOL	Woods Hole	N41°31.06' /W070°40.60'
VPHUL	Hull	N42°18.20' /W070°55.30'
VPLPT	Nantucket Great Point	N41°23.41' /W070°02.78'
VPNED	Needham Towers	N42°18.51' /W071°14.64'
VPEA	Peabody Shopping Center	N42°32.52' /W070°56.69'
VPROC	Rockingham Race Track	N42°46.29' /W071°13.57'
VPSCI	Scituate	N42°11.89' /W070°43.69'
VPTPT	Nantucket Third Point	N41°18.51' /W070°03.37'
VPTUC	Tuckernuck	N41°18.31' /W070°15.43'
VPWAK	Wakefield	N42°30.72' /W071°05.24'
VPWAN	Wang Towers	N42°36.88' /W071°19.45'

CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37' /W076°31.47'
VPAVA	_____	N34°57.00' /W077°16.50'
VPBFE	_____	N32°16.38' /W080°47.50'
VPBRA	_____	N36°13.75' /W076°08.08'
VPGCE	_____	N36°03.90' /W076°36.42'
VPGHI	_____	N35°15.30' /W075°31.25'
VPGIO	_____	N35°32.50' /W076°37.33'
VPKJU	_____	N35°26.58' /W076°10.22'
VPLMN	_____	N34°55.43' /W077°46.42'
VPMAB	_____	N34°42.20' /W077°03.50'
VPNPO	ISLE OF PALMS	N32°47.78' /W079°46.45'
VPOKY	_____	N35°06.53' /W075°59.17'
VPREP	_____	N32°33.98' /W080°21.82'
VPRRS	_____	N33°25.45' /W079°07.60'
VPUMO	_____	N35°35.63' /W075°28.08'
VPWZO	_____	N36°00.87' /W075°40.07'
VPZIE	_____	N32°01.62' /W080°53.42'

CHICAGO SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCOH		N31°49.35' /W081°51.07'

DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN		N39°44.28' /W104°26.00'
VPFTG		N39°44.35' /W104°32.75'
VPNIC	NORTH INTERCHANGE	N39°58.90' /W104°59.27'

HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPBWY		N29°46.25' /W095°09.24'
VPDTN		N29°46.59' /W095°22.01'
VPGLA		N30°08.32' /W095°06.62'
VPGLB		N30°07.80' /W094°55.70'
VPKTY		N29°47.05' /W095°44.92'
VPPLN		N30°08.80' /W095°50.42'
VPRSN		N29°30.00' /W095°41.00'
VPSND		N29°23.13' /W095°28.86'
VPSNT		N29°49.29' /W094°53.94'
VPTNE		N29°47.48' /W095°03.34'
VPTNW		N29°47.06' /W095°33.81'
VPTRK		N29°24.06' /W095°10.44'

JACKSONVILLE SECTIONAL CHART

VPAFI		N31°49.35' /W081°51.07'
VPAFY		N30°07.00' /W081°21.33'
VPBEC		N29°46.25' /W081°15.10'
VPCJA		N29°30.00' /W081°06.00'
VPCKY		N28°46.50' /W082°34.00'
VPCNY		N28°30.00' /W080°45.00'
VPDAD	DADE CITY	N28°22.57' /W082°11.25'
VPDAR		N31°22.38' /W081°24.13'
VPDFI		N29°00.17' /W081°20.85'
VPDUT		N27°37.70' /W082°09.10'
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83'
VPEGV		N29°39.97' /W081°24.87'
VPFFU		N28°57.08' /W081°00.33'
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67'
VPHAA		N30°04.02' /W083°40.02'
VPHUC		N28°19.87' /W082°43.77'
VPIWA	MIDWAY	N31°48.33' /W081°25.85'
VPJMY		N29°26.92' /W081°18.27'
VPKER	LAKE PARKER	N28°04.00' /W081°56.00'
VPLEV		N28°48.00' /W080°52.00'
VPLJA		N29°00.00' /W080°51.00'
VPMAI		N30°50.02' /W084°56.63'
VPTLH		N30°32.70' /W083°52.22'
VPXZY		N29°35.00' /W083°10.00'
VPYIW		N30°42.28' /W081°27.25'
VPZIE		N32°01.62' /W080°53.42'

KANSAS CITY SECTIONAL CHART

VPAGO		N37°50.33' /W090°29.03'
VPBEK		N37°15.07' /W092°30.67'
VPDEN		N37°46.75' /W092°19.20'
VPENE		N37°44.75' /W091°55.78'
VPESS		N36°59.48' /W091°00.88'
VPFME		N37°41.00' /W092°38.33'
VPGXY		N37°15.50' /W091°40.17'
VPMBE		N37°11.08' /W090°27.92'
VPMKE		N37°24.47' /W092°40.00'
VPROV		N38°01.72' /W091°12.81'
VPUTT		N37°52.05' /W092°01.20'

WAYPOINT IDENT
 VPWOC
 VPWRO
 VPXIZ

COLLOCATED VFR CHECKPOINT

LOCATION
 N37°18.03' / W092°18.63'
 N37°39.12' / W091°45.68'
 N37°26.60' / W092°05.42'

KANSAS CITY TERMINAL AREA CHART

VPATN	ATCHISON	N39°33.62' / W095°07.65'
VPBGS	BLUE SPRINGS	N39°01.82' / W094°16.32'
VPBSP	BONNER SPRINGS	N39°03.78' / W094°53.10'
VPCHB	CHOUTEAU BRIDGE	N39°08.77' / W094°32.03'
VPDSO	DE SOTO	N38°58.68' / W094°58.48'
VPESG	EXCELSIOR SPRINGS	N39°20.68' / W094°13.77'
VPGBT	GARRETSBURG	N39°40.92' / W094°41.45'
VPLAT	LATHROP WATER TANK	N39°32.87' / W094°20.00'
VPLEN	LENEXA	N38°57.77' / W094°43.68'
VPLVL	LONGVIEW LAKE	N38°54.63' / W094°28.28'
VPMCL	MC LOUTH	N39°11.65' / W095°12.50'
VPNHA	NASHUA	N39°17.83' / W094°34.80'
VPSCX	SPORTS COMPLEX	N39°03.00' / W094°29.02'
VPSKR	SUGAR CREEK REFINERY	N39°07.00' / W094°27.02'
VPSPK	SWOPE PARK	N39°00.47' / W094°31.93'
VPTSK	TWIN STACKS	N39°09.05' / W094°38.22'
VPWOF	WORLDS OF FUN	N39°10.42' / W094°29.12'

KLAMATH FALLS SECTIONAL CHART

VPORO		N43°57.38' / W123°02.22'
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LOS ANGELES HELICOPTER CHART

VPANA	MAGNOLIA	N33°44.43' / W117°50.03'
VPART	HWY 91 & 55	N33°51.45' / W117°58.92'
VAUT		N33°50.63' / W117°49.57'
VPBOB		N33°59.60' / W117°21.45'
VPCAR		N33°49.90' / W118°17.23'
VPCNG	CONEJO GRADE US HWY 101	N34°12.54' / W118°59.61'
VPCOR		N33°52.90' / W117°32.95'
VPCRX		N34°01.40' / W117°44.88'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' / W119°02.53'
VPDOW		N33°56.47' / W118°05.80'
VPELA		N34°00.98' / W118°10.35'
VPETY		N33°38.70' / W117°44.12'
VPCFB		N34°02.03' / W118°01.63'
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71' / W119°10.39'
VPGOL		N34°09.33' / W118°17.37'
VPIMP		N33°55.85' / W118°16.85'
VPKAT		N33°48.23' / W117°54.22'
VPKEL		N34°03.92' / W117°48.40'
VPLAC		N34°03.75' / W118°14.93'
VPLLU		N34°03.85' / W117°17.82'
VPLQM	QUEEN MARY	N33°45.17' / W118°11.37'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' / W118°02.65'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' / W118°16.32'
VPMDR		N33°59.27' / W118°23.97'
VPNEW	NEWHALL PASS	N34°20.18' / W118°30.72'
VPUUY		N34°09.63' / W118°28.18'
VPPCH		N33°28.07' / W117°40.32'
VPPKC		N34°03.32' / W118°12.83'
VPPOR		N34°00.10' / W117°50.12'
VPRRT		N33°59.37' / W118°16.83'
VPSEP		N34°05.80' / W118°28.63'
VPSFR		N34°17.45' / W118°28.07'
VPSTC	SATICOY BRIDGE	N34°16.62' / W119°08.34'
VPSTK		N34°13.97' / W118°24.60'

LOS ANGELES SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53'
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71' /W119°10.39'
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34'

LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53'
VPGTY	GETTY CENTER	N34°04.84' /W118°28.66'
VPLBP	BANNING PASS	N33°56.05' /W116°59.63'
VPLCC	CHAFFEY COLLEGE	N34°08.87' /W117°34.33'
VPLCP	CAJON PASS	N34°18.07' /W117°27.68'
VPLDL	DISNEYLAND	N33°48.72' /W117°55.13'
VPLDP	DANA POINT	N33°27.62' /W117°42.87'
VPLDS	DODGER STADIUM	N34°04.42' /W118°14.42'
VPLFX	91/605 INTERCHANGE	N33°52.38' /W118°06.08'
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10' /W118°18.02'
VPLHF	110/405 FWYS	N33°51.42' /W118°17.10'
VPLHP	HUNTINGTON PIER	N33°39.32' /W118°00.25'
VPLKH	KING HARBOR	N33°50.75' /W118°23.88'
VPLLC	L.A. COLISEUM	N34°00.83' /W118°17.27'
VPLLM	LAKE MATHEWS	N33°50.58' /W117°26.85'
VPLMM	MAGIC MOUNTAIN	N34°26.20' /W118°36.28'
VPLMS	MILE SQUARE PARK	N33°43.40' /W117°56.77'
VPLPD	PRADO DAM	N33°53.40' /W117°38.48'
VPLPP	PACIFIC PALISADES	N34°02.13' /W118°32.15'
VPLQM	QUEEN MARY	N33°45.17' /W118°11.37'
VPLRB	ROSE BOWL	N34°09.67' /W118°10.05'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' /W118°02.65'
VPLSA	SANTA ANA CANYON	N33°52.03' /W117°42.68'
VPLSB	SANTA FE FLOOD BASIN	N34°07.72' /W117°57.30'
VPLSC	STATE COLLEGE	N33°52.97' /W117°53.13'
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87' /W118°29.00'
VPLSP	SIGNAL PEAK	N33°36.33' /W117°48.63'
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07' /W118°21.13'
VPLSS	SANTA SUSANA PASS	N34°16.00' /W118°38.43'
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40' /W118°20.30'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' /W118°16.32'
VPLWT	WATER TANK	N34°10.82' /W118°46.27'
VPNEW	NEWHALL PASS	N34°20.18' /W118°30.72'
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34'

MIAMI SECTIONAL CHART

VPACH	HOLLYWOOD BEACH	N26°00.92' /W080°06.93'
VPBOV	_____	N27°57.00' /W080°46.75'
VPCLE	_____	N26°27.07' /W082°00.88'
VPCTE	_____	N26°09.28' /W081°20.70'
VPDAD	DADE CITY	N28°22.57' /W082°11.25'
VPDUT	_____	N27°37.70' /W082°09.10'
VPDZE	_____	N27°19.00' /W080°44.17'
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' /W080°28.00'
VPFAH	_____	N26°25.40' /W081°29.67'
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67'
VPHRO	_____	N27°05.97' /W082°12.20'
VPHUC	_____	N28°19.87' /W082°43.77'
VPIBR	_____	N27°12.47' /W081°40.22'
VPKER	LAKE PARKER	N28°04.00' /W081°56.00'
VPKOE	_____	N24°40.08' /W081°20.55'
VPLYY	_____	N24°49.07' /W080°49.17'
VPMBO	GULFSTREAM PARK	N25°58.57' /W080°08.17'
VPOBA	PUMPING STATION	N26°28.30' /W080°26.75'
VPRBI	_____	N25°50.67' /W080°55.18'
VPRNL	RANGER STATION	N25°22.92' /W080°36.58'
VPWMO	_____	N27°03.00' /W080°35.00'

MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92' /W080°06.93'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' /W080°28.00'
VPMB0	GULFSTREAM PARK	N25°58.57' /W080°08.17'
VP0BA	PUMPING STATION	N26°28.30' /W080°26.75'
VPRBI		N25°50.67' /W080°55.18'
VPRNL	RANGER STATION	N25°22.92' /W080°36.58'

NEW ORLEANS SECTIONAL CHART

VPGPT	PHILLIPS INLET	N30°25.95' /W089°05.62'
VPLIP		N30°16.23' /W085°59.25'
VMPIA		N30°50.02' /W084°56.63'
VPMOB		N30°23.00' /W088°31.72'
VPRAM		N30°18.95' /W089°35.88'
VRER		N30°13.87' /W085°20.67'
VPRIV		N30°54.85' /W087°57.82'
VPSAW		N30°49.65' /W089°07.42'
VPTH		N30°19.93' /W087°08.50'

NEW YORK HELICOPTER CHART

VPJAY		N40°59.00' /W073°07.00'
VPLYD		N40°57.37' /W073°29.59'
VPROK		N40°52.70' /W073°44.24'

PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97' /W112°35.20'
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05' /W112°41.38'
VPARM	ARROWHEAD MALL	N33°38.52' /W112°13.48'
VPAWG	AHWAHUCKEE GOLF COURSE	N33°19.98' /W111°59.08'
VPAZM	ARIZONA MILLS	N33°23.43' /W111°57.88'
VPBAR	BARTLETT DAM	N33°49.10' /W111°37.92'
VPCCC	COUNTRY CLUB & CANAL	N33°30.73' /W111°50.37'
VPCNL	CANAL	N33°33.23' /W111°46.89'
VPFRB	FIREBIRD LAKE	N33°16.35' /W111°58.10'
VPFTN	FOUNTAIN HILLS	N33°36.12' /W111°42.72'
VPGLX	GILA CROSSING	N33°16.55' /W112°10.08'
VPGPP	GLENDALE POWER PLANT	N33°33.27' /W112°13.00'
VPMAR	MARICOPA	N33°03.42' /W112°02.88'
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53' /W111°49.58'
VPNRV	NEW RIVER	N33°55.08' /W112°08.45'
VPNTT	NORTH TEST TRACK	N33°03.50' /W111°55.83'
VPPIR	PIR	N33°22.52' /W112°18.90'
VPQTR	QUINTERO GOLF COURSE	N33°49.53' /W112°23.58'
VPRVC	RIO VERDE COMMUNITY	N33°44.37' /W111°39.62'
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02' /W112°02.12'
VPSQP	SQUAW PEAK	N33°32.83' /W112°01.27'
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50' /W111°41.37'
VPSTN	SANTAN MOUNTAINS	N33°09.23' /W111°40.92'
VPSTT	SOUTH TEST TRACK	N32°56.25' /W111°59.67'
VPZZZ		N33°20.18' /W111°26.53'

ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08' /W090°22.42'
VPBPE		N38°23.80' /W090°20.38'
VPCJY	HOLIDAY SHORES	N38°55.00' /W089°56.00'
VPCOJ	WINFIELD DAM	N39°00.28' /W090°41.23'
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18' /W090°16.47'
VPEAZ	BUSCH STADIUM	N38°37.43' /W090°11.55'
VPEDZ	WATER TANKS	N38°45.30' /W090°34.87'
VPEGR	GAS TANKS	N38°35.80' /W090°19.32'
VPEOX	ST PETERS	N38°47.17' /W090°39.25'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAI	HOWELL ISLAND	N38°40.00' /W090°43.00'
VPFFY		N38°55.37' /W090°17.30'
VPGPF		N38°35.60' /W090°26.92'
VPGVI		N38°32.30' /W090°27.80'
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88' /W090°10.42'
VPIBO	WATERLOO	N38°20.00' /W090°09.00'
VPJMU	HORSESHOE LAKE	N38°41.00' /W090°05.00'
VPKNY	PACIFIC	N38°29.00' /W090°44.00'
VPLES	ST CHARLES	N38°47.00' /W090°30.00'
VPLIW	SIX FLAGS	N38°30.67' /W090°40.47'
VPLXU	GATEWAY ARCH	N38°37.50' /W090°11.00'
VPNSY	WOOD RIVER REFINERIES	N38°50.00' /W090°05.00'
VPNZY	WENTZVILLE	N38°48.83' /W090°50.98'
VPRAZ	JERSEYVILLE	N39°07.00' /W090°20.00'
VPRMO	FOREST PARK	N38°38.00' /W090°17.00'
VPWKO	COLUMBIA	N38°27.00' /W090°12.00'
VPXXI	MILLSTADT	N38°27.50' /W090°05.68'
VPYID	MOSENTHEIN ISLAND	N38°43.00' /W090°12.25'

SALT LAKE CITY HELICOPTER CHART

VPAIR	SALTAIR	N40°44.85' /W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18' /W111°54.23'
VPBRN	BARN	N40°54.28' /W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67' /W111°53.25'
VPCHS		N40°42.28' /W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38' /W112°09.00'
VPCWY	CAUSEWAY	N41°05.37' /W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67' /W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92' /W112°02.27'
VPPFK	FRANCIS PEAK	N41°01.98' /W111°50.30'
PGFS	GARFIELD STACK	N40°43.28' /W112°11.88'
VPHVE	SPAGHETTI BOWL	N40°43.50' /W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02' /W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80' /W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08' /W111°53.57'
VPMHD	MCKAY DEE HOSPITAL	N41°11.50' /W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50' /W111°53.37'
VPMSH		N41°01.67' /W112°02.47'
VPNSL		N40°50.15' /W111°54.90'
VPNTP		N41°03.57' /W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13' /W112°00.45'
VPOPS	POWER STATION	N41°20.38' /W112°02.78'
VPPEN	STATE PRISON	N40°29.88' /W111°53.62'
VPPPT	PROMONTORY POINT	N41°12.28' /W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42' /W111°54.83'
VPPVO	PROVO CANYON	N40°18.77' /W111°39.45'
VPRWY		N40°48.48' /W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83' /W111°54.85'
VPTIP	SOUTH TIP	N40°50.93' /W112°10.92'
WPWBR	WEBER CANYON	N41°08.17' /W111°54.83'
WPWBT		N40°38.00' /W112°03.33'

SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR	SALTAIR	N40°44.85' /W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18' /W111°54.23'
VPBRN	BARN	N40°54.28' /W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67' /W111°53.25'
VPCHS		N40°42.28' /W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38' /W112°09.00'
VPCVI	CENTERVILLE INTERCHANGE	N40°55.30' /W111°53.43'
VPCWY	CAUSEWAY	N41°05.37' /W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67' /W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92' /W112°02.27'
VPPFK	FRANCIS PEAK	N41°01.98' /W111°50.30'
PGFS	GARFIELD STACK	N40°43.28' /W112°11.88'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50' /W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02' /W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80' /W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08' /W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50' /W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50' /W111°53.37'
VPMSH	_____	N41°01.67' /W112°02.47'
VPNSL	_____	N40°50.15' /W111°54.90'
VPNTP	_____	N41°03.57' /W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13' /W112°00.45'
VPOPS	POWER STATION	N41°20.38' /W112°02.78'
VP PEN	STATE PRISON	N40°29.88' /W111°53.62'
VP PPT	PROMONTORY POINT	N41°12.28' /W112°25.73'
VP PTM	POINT OF THE MOUNTAIN	N40°27.42' /W111°54.83'
VP PVO	PROVO CANYON	N40°18.77' /W111°39.45'
VP RWY	_____	N40°48.48' /W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83' /W111°54.85'
VPTIP	SOUTH TIP	N40°50.93' /W112°10.92'
VPUOU	U OF U EVENTS CENTER	N40°45.73' /W111°50.28'
VPWBR	WEBER CANYON	N41°08.17' /W111°54.83'
VPWBT	_____	N40°38.00' /W112°03.33'
VPZOO	HOGLE ZOO	N40°45.00' /W111°48.95'

SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62' /W117°42.87'
VPLSP	SIGNAL PEAK	N33°36.33' /W117°48.63'
VPOCN	_____	N33°14.15' /W117°26.63'
VPSBC	BARONA CASINO	N32°56.25' /W116°52.60'
VPSBL	_____	N33°05.18' /W117°18.55'
VPSBM	BLACK MOUNTAIN	N32°58.87' /W117°07.00'
VPSCF	_____	N32°48.55' /W117°09.17'
VPSCM	COWLES MOUNTAIN	N32°48.72' /W117°01.97'
VPSCP	CRYSTAL PIER	N32°47.77' /W117°15.42'
VPSCR	_____	N32°39.37' /W117°07.30'
VPSFB	IRON MOUNTAIN	N32°58.25' /W116°57.33'
VPSLJ	LAKE JENNINGS	N32°51.53' /W116°53.28'
VPSMB	_____	N32°45.57' /W117°12.22'
VPSMP	_____	N33°22.70' /W117°36.75'
VPSMS	MOUNT SOLEDAD	N32°50.40' /W117°15.10'
VPSMV	_____	N32°45.75' /W117°09.80'
VPSMW	MOUNT WOODSON	N33°00.52' /W116°58.23'
VPSOP	OTAY MESA PRISON	N32°35.82' /W116°55.28'
VPSOT	LOWER OTAY LAKE	N32°37.73' /W116°55.38'
VPSPL	SOUTH POINT LOMA	N32°39.90' /W117°14.55'
VPSPP	POWER PLANT	N33°08.25' /W117°20.23'
VPSQS	QUALCOMM STADIUM	N32°46.98' /W117°07.23'
VPSRT	DEL MAR RACE TRACK	N32°58.58' /W117°15.95'
VPSSM	SAN MIGUEL MOUNTAIN	N32°41.78' /W116°56.18'
VPSV	SAN VICENTE ISLAND	N32°55.53' /W116°55.00'
VPSTP	TORREY PINES GOLF COURSE	N32°54.17' /W117°14.68'
VPSVA	_____	N33°11.48' /W117°16.38'

SAN FRANCISCO SECTIONAL CHART

VPKBG	KINGSBURY GRADE	N38°58.75' /W119°53.20'
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SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35' /W121°35.42'
VPANT	ANTIOCH BRIDGE	N38°01.45' /W121°45.02'
VPBRR	BENICIA BRIDGE	N38°02.50' /W122°07.45'
VPCAL	CALAVERAS RESERVOIR	N37°28.16' /W121°48.93'
VPCBT	LAKE CHABOT	N37°43.68' /W122°06.94'
VPCOY	COYOTE HILLS	N37°32.50' /W122°05.06'
VPCQZ	CARQUINEZ BRIDGE	N38°03.66' /W122°13.52'
VPCRL	_____	N37°11.00' /W121°41.06'
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56' /W122°21.10'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCSH	CAL STATE UNIVERSITY	N37°39.52' /W122°03.52'
VPDAM	DEL VALLE DAM	N37°36.91' /W121°44.78'
VPDLR		N37°07.00' /W121°47.06'
VPDUB	DUBLIN	N37°42.06' /W121°55.36'
VPEMB	EMBASSY SUITES	N37°26.05' /W121°53.83'
VPGGF	GOLDEN GATE FIELDS	N37°53.07' /W122°18.71'
VPGIL	GILROY	N37°01.37' /W121°33.99'
VPHHH	HAMILTON	N38°03.58' /W122°30.66'
VPKGO	KGO	N37°31.58' /W122°06.10'
VPLEX	LEXINGTON RESERVOIR	N37°11.66' /W121°59.18'
VPMID	MID-SPAN SAN MATEO BRIDGE	N37°36.28' /W122°11.81'
VPMOR	MORMON TEMPLE	N37°48.46' /W122°11.95'
VPNUM	NUMMI PLANT	N37°29.56' /W121°56.58'
VPPAC		N37°38.00' /W122°32.07'
VPPRU	PRUNEYARD	N37°17.33' /W121°56.01'
VPSAR	SARATOGA	N37°15.26' /W122°02.33'
VPSLA	SLAC/LINEAR ACCELERATOR	N37°24.75' /W122°14.35'
VPSTB	STINSON BEACH	N37°54.45' /W122°40.41'
VPSUN	SUNOL GOLF COURSE	N37°34.85' /W121°53.23'
VPUTC	U.T.C.	N37°13.93' /W121°41.35'
VPWAL	WALNUT CREEK	N37°53.78' /W122°04.30'
VPWAM		N37°30.28' /W122°10.00'
VPWFR	CEMENT PLANT	N37°30.88' /W122°12.26'

TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV		N27°57.00' /W080°46.75'
VPCNY		N28°30.00' /W080°45.00'
VPDAD	DADE CITY	N28°22.57' /W082°11.25'
VPDFI		N29°00.17' /W081°20.85'
VPDUT		N27°37.70' /W082°09.10'
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83'
VPFFU		N28°57.08' /W081°00.33'
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67'
VPHUC		N28°19.87' /W082°43.77'
VPKER	LAKE PARKER	N28°04.00' /W081°56.00'
VPLEV		N28°48.00' /W080°52.00'
VPLJA		N29°00.00' /W080°51.00'

WASHINGTON SECTIONAL CHART

VPACE		N38°07.82' /W076°48.75'
VPAXI		N38°34.57' /W076°20.38'
VPBRA		N36°13.75' /W076°08.08'
VPGCE		N36°03.90' /W076°36.42'
VPWZO		N36°00.87' /W075°40.07'

VOR RECEIVER CHECK VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000-3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

IOWA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Burlington (Southeast Iowa Rgnl)	111.4/BRL	A/2500	288	9.6	Over intersection of Rwy 18-36 and 12-30.
Cedar Rapids (The Eastern Iowa)	114.1/CID	G	086	3.9	On runup pad Rwy 27.
	114.1/CID	G	087	2.6	On runup pad Rwy 09.
	114.1/CID	G	092	4	On runup pad Rwy 31.
Dubuque (Dubuque Rgnl)	115.8/DBQ	G	109	0.5	Apch end Rwy 31.
Fort Dodge (Fort Dodge Rgnl)	113.5/FOD	G	118	6.1	On W edge of terminal ramp.
Iowa City (Iowa City Municipal)	116.2/IOW	A/2000	019	8	Over rotg beacon.
Newton (Newton Muni)	112.5/TNU	A/2500	145	8	Over apch end Rwy 32.
Ottumwa (Ottumwa Rgnl)	111.6/OTM	A/2500	303	7.3	Over intersection of Rwy 13-31 and 04-22.
Sheldon (Sheldon Muni)	108.6/DDL	A/2700	098	8.0	Over grain elevator in city of Sanborn.
Sioux City (Sioux Gateway/Col Bud Day Fld)	116.5/SUX	G	313	4.5	On Twy F between Rwy 17 and 13 and Twy A. Air Ground OTS indef.
Spencer (Spencer Muni)	110.0/SPW	G	316	0.7	On painted circle on twy AER 12.
Waterloo (Waterloo Muni)	112.2/ALO	G	304	0.8	Twy B apch end Rwy 12.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Davenport Muni	111.8	G	
Des Moines Intl	109.2	G	

KANSAS

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Chanute (Chanute Martin Johnson)	109.2/CNU	A/2000	058	5.6	Over center of N/S rwy.
Emporia (Emporia Muni)	112.8/EMP	A/2700	320	9.0	Over intersection of Hwy 50 and I-35.
Fort Riley (Marshall AAF)	109.4/FRI	G	032	6.8	On parking ramp adjacent to radar antenna.

VOR RECEIVER CHECK

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Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac.	Dist. from Fac. N.M.	Checkpoint Description
Garden City (Garden City Rgnl)	113.3/GCK	G	359	1.0	Intersection of Twys A and D.
Goodland (Renner Fld/Goodland Muni)	115.1/GLD	G	201	1.2	On parking ramp in front of air terminal.
Hays	110.4/HYS	A/3000	071	12.2	Over grain elevator in Gorham.
Hill City (Hill City Muni)	113.7/HLC	A/4200	060	19.6	Over rotg bcn.
Hutchinson (Hutchinson Rgnl)	116.8/HUT	A/3500	033	5	Over apch end Rwy 04.
Manhattan	110.2/MHK	A/2500	054	3.9	Over water twr.
Manhattan (Manhattan Rgnl)	110.2/MHK	G	197	0.6	0.6 NM parallel twy at B intersection.
	110.2/MHK	G	201	0.9	Twy at Rwy 3 holdline.
Salina (Salina Muni)	117.1/SLN	G	180	7.8	On twy north of Twy E.
Topeka (Philip Billard Muni).....	117.8/TOP	G	215	5.6	East side of terminal ramp.
Wichita (Wichita Mid-Continent)	113.8/ICT	A/3500	216	7.1	Over grain elevator. SW corner of Garden Plains.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Topeka (Forbes Fld)	111.0	G	
Wichita (Wichita Mid-Continent)	114.0	G	

MINNESOTA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac.	Dist. from Fac. N.M.	Checkpoint Description	
Albert Lea (Albert Lea Muni).....	109.8/AEL	G	140	.5	Apch end Rwy 34.	
Alexandria (Chandler Fld)	112.8/AXN	A/2600	224	8.3	Over apch end Rwy 22.	
Baudette (Baudette Intl)	111.6/BDE	A/2000	277	13.8	Over grain elevator Williams, MN.	
Baudette (Baudette Intl)	111.6/BDE	G	310	.8	Rwy 12 runup pad.	
Detroit Lakes (Detroit Lakes–Wething Fld) ..		111.2/DTL	A/3000	132	19	Over grain elevator in Perham Mn.
Duluth (Duluth Intl)	112.6/DLH	G	012	2.2	Intersection of Taxiways C and D near Rwy 03 thld.	
Ely (Ely Muni)	109.6/ELO	A/2500	266	17.1	Over water tower in 'TOWER MN'.	
Fergus Falls	110.4/FFM	A/2500	126	7.5	Over underpass intersection of 2 hwys.	
Flying Cloud	111.8/FCM	A/2000	278	6.0	Over Chaska water tower.	
Gopher (Crystal)	117.3/GEP	A/1900	166	4.9	Over apch end Rwy 14L.	
International Falls	111.0/INL	A/2200	135	11.0	Over highway bridge over railroad track.	
International Falls (Falls Intl)	111.0/INL	G	113	0.6	On taxiway apch end Rwy 31.	
Mankato (Mankato Rgnl).....	110.8/MKT	G	317	.9	Twy A4 AER 15.	
Marshall	111.0/MML	A/2700	308	9.6	Over grain elevator at Minneota.	
Montevideo (Montevideo–Chippewa Co).....	111.6/MVE	A/2000	105	11.1	Over grain elevator straddling train tracks.	

VOR RECEIVER CHECK

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
		AB/ALT			
Park Rapids (Park Rapids Muni)	110.6/PKD	G	322	.6	On twy AER 13.
Rochester (Rochester Intl)	112.0/RST	A/3000	024	8.8	Over intersection of Rwy's 02-20 and 13-31.
Roseau	108.8/ROX	A/2400	178	6.5	Over microwave twr.
Saint Cloud (St Cloud Rgnl)	112.1/STC	G	291	0.5	Runup area AER 13.
Worthington	110.6/OTG	A/2800	050	5.6	Over grain elevator Brewster.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Minneapolis (Minneapolis St. Paul Intl/Wold Chamberlain).....	111.0	G	Usable airborne 2500-4000' MSL within a 15 NM radius of VOT.
St Paul (St Paul Downtown Holman Fld)	114.4	G	

MISSOURI**VOR RECEIVER CHECKPOINTS**

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
		AB/ALT			
Butler	115.9/BUM	A/1800	035	9.2	Grain elevator. VOR Checkpoint unusable.
Cape Girardeau (Cape Girardeau Rgnl).....	112.9/CGI	G	112	.6	On Twy C1 N of Twy C.
Forney (Waynesville-St Robert Rgnl Forney Fld)	110.0/TBN	G	173	0.53	On N edge of Army ramp.
Kirksville	114.6/IRK	A/2500	136	7.4	Over water tank at La Plata. Checkpoint unusable.
Kirksville (Kirksville Rgnl)	114.6/IRK	G	132	3.4	On twy just W of terminal area.
Malden	111.2/MAW	A/1500	351	13.4	Over intersection of Rwy's 18-36 and 04-22 of Dexter Muni Arpt.
Neosho (Joplin Muni)	117.3/EOS	A/2500	344	19	Over apch end Rwy 31.
Saint Joseph (Rosecrans Mem)	115.5/STJ	A/2500	167	10.7	Over apch end Rwy 17.
Springfield (Springfield-Branson Natl)	116.9/SGF	G	193	6.8	At E end of Twy B.
Sunshine (Lee C Fine Mem)	108.4/SHY	A/2500	353	9	Highway bridge over Osage River.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Jefferson City (Jefferson City Mem)	112.0	G	
Kansas City (Downtown)	108.6	G	
St. Louis (Lambert-St Louis Intl)	111.0	G	
Spirit of St. Louis	112.2	G	

NEBRASKA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Ainsworth	112.7/ANW	A/3600	090	13.0	Over grain elevator south edge at Long Pine.
Alliance	111.8/AIA	A/5000	310	12.1	Over grain elevator 1 NM SE of Berea.
Beatrice	110.6/BIE	A/2400	046	6.1	Over 260' AGL antenna.
Chadron (Chadron Muni)	113.4/CDR	A/4500	017	19	Over intersection of Rwy 20 and 29.
Columbus	112.2/OLU	A/2500	082	12.7	Over bridge/railroad tracks at center of Schuyler.
Columbus (Columbus Muni)	112.2/OLU	G	167	0.5	On twy at apch end Rwy 32.
Grand Island (Central Nebraska Rgnl)	112.0/GRI	G	177	1.5	On parallel twy at AER 35.
Hastings	108.8/HSI	A/3200	266	8.1	Bridge over railroad.
Hastings (Hasting Muni).....	108.8/HSI	G	330		Apch end Rwy 14.
Kearney (Kearney Muni)	111.2/EAR	G	211	0.5	South end of main ramp.
		G	319	0.5	North end of main ramp.
Lincoln (Lincoln)	116.1/LNK	G	176	4.9	On runup ramp for Rwy 35.
Norfolk	109.6/OFK	A/2600	098	10.0	Bridge over river south at Stanton.
Norfolk (Karl Stefan Mem)	109.6/OFK	G	144	0.5	On runup pad for Rwy 31.
North Platte (North Platte Rgnl Airport Lee Bird Field)	117.4/LBF	G	013	5.5	On S edge of ramp 200' N of Twy B.
O'Neill	113.9/ONL	A/3000	119	13	Over triangle in road intersection.
Omaha (Eppley Airfield)	116.3/OVR	A/2500	310	10.2	Over apch end Rwy 32L.
Scottsbluff (William B. Heilig Fld)	112.6/BFF	G	240	5.1	On NE edge ramp opposite terminal bldg & W of twy to Rwy 30.
Searle (Searle Field)	110.2/SAE	A/4800	030	7.2	Over flood-ctl spillway SE end of Lake McConaughy.
Thedford (Thomas Co)	108.6/TDD	A/4000	090		Over apch end Rwy 11.

**VOR RECEIVER CHECK
VOR TEST FACILITIES (VOT)**

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Omaha (Eppley Airfield)	109.0	G	

NORTH DAKOTA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Bismarck (Bismarck Muni)	116.5/BIS	G	262	3.0	On Twy C5.
Dickinson (Dickinson-Theodore Roosevelt Rgnl)	112.9/DIK	G	182	3.7	Twy B near ramp.
Fargo (Hector Intl)	116.2/FAR	A/2000	360	9.4	Over apch end Rwy 36.
Grand Forks (Grand Forks Intl)	114.3/GFK	G	157	1.0	On twy A5.
Jamestown (Jamestown Rgnl)	114.5/JMS	G	141	0.6	On twy strip adjacent to Rwy 31.
Minot	117.1/MOT	A/2800	091	6.5	Over railroad and highway overpass.

SOUTH DAKOTA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Brookings	108.8/BKX	A/3000	072	7.5	Over grain elevator.
Mitchell (Mitchell Muni)	109.2/MHE	A/2500	238	11.0	Over intersection of highways ½ NM south of town of Mt. Vernon.
Phillip	109.2/MHE	G	194	0.5	On main ramp.
Pierre (Pierre Rgnl)	108.4/PHP	A/3300	156	4.7	Over radio twr.
Rapid City (Rapid City Rgnl)	112.5/PIR	G	251	5.5	On twy in front of terminal building. VOR Checkpoint unusable.
Sioux Falls	112.3/RAP	G	320	4.5	On ramp in front of administration building adjacent to center twy.
Sioux Falls (Joe Foss Field)	115.0/FSD	A/2500	009	6.9	Over water twr in Baltic S.D.
Watertown (Watertown Muni)	115.0/FSD	G	143	4.3	At intersection of E/W twy and east ramp.
Winner	116.6/ATY	G	184	3.8	On SE corner of terminal ramp.
					Over blue water tank S edge of town.

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MATERIAL ALTITUDE	REMARKS
IOWA			
(c) Boone Muni Arpt	37 NM; 293° Newton	15,000	6 NM radius. Continuous.
(c) Cherokee Co Rgnl	30 NM; 206° Spencer	12,500	5 NM radius. Summer continuous, winter weekends and holidays SR-SS
(c) Dallas Center, Husband Field.....	25 NM; 305° Des Moines	12,800	3 NM radius. Weekends and holidays
Davenport	13 NM; 258° Davenport	12,500	2 NM radius. Daily
Decorah Arpt	15 NM; 264° Waukon	7,000 AGL	Summer. Tue–Thu 1700–SS, Sat–Sun 1000–SS. Winter. 1000–SS Sat, Sun.
Fairfield Muni Arpt	16 NM; 079° Ottumwa	12,500	5 NM radius. Sat, Sun and holidays SR-SS.
Marion Arpt	14 NM; 047° Cedar Rapids	15,000 AGL	3 NM radius. Continuous.
(c) New Hampton Muni Arpt	32 NM; 359° Waterloo	15,000 AGL	1 NM radius. Daily.
(c) Northwood Muni Arpt	22 NM; 010° Mason City	11,500	5 NM radius. Apr–Oct, Sat–Sun SR-SS.
Perry Muni	33 NM; 310° Des Moines	12,500	3 NM radius. Weekends and holidays
Sioux City	13 NM; 285° Sioux City	10,000	0.5 NM radius. 0800–2000 daily
(c) Vinton Veterans Mem Airpark Arpt...	24 NM; 330° Cedar Rapids	15,000	5 NM radius. Continuous.
(c) Waterloo, Flyers Arpt.....	10 NM; 140° Waterloo	12,000	3 NM radius. Summer continuous, winter weekends and holidays SR-SS.
(c) Winterset–Madison Co Arpt.....	17 NM; 248° Des Moines	14,000	5 NM radius. SR-SS daily.
KANSAS			
Atchison, Amelia Earhart Arpt	26.2 NM; 199° St Joseph	12,500	5 NM radius. Continuous.
(c) Baldwin City, Vinland Valley			
Aerodrome Arpt	24 NM; 130° Topeka	13,000	5 NM radius. Sat–Sun Continuous.
(c) Derby, Cook Airfield Inc.	23 NM; 110° Wichita	13,500	5 NM radius. Daily.
(c) Junction City, Ft. Riley, Marshall AAF	6.3 NM; 034° Ft. Riley	10,000	1 NM radius. Daily SR-SS
(c) Kingman, Kingman Arpt–Clyde Cessna Fld.....	22 NM; 195° Hutchinson	15,000	1 NM radius. Fri, Sat, Sun and holidays, SR-SS.
(c) Lyons–Rice Co Muni Arpt	24.7 NM; 317° Hutchinson	14,000	5 NM radius. Continuous.
Osage Muni	26 NM; 030° Emporia	12,000	2 NM radius. Sat–Sun, SR-SS.
St Francis, Cheyenne County Muni	22.9 NM; 336° Goodland	16,000	3 NM radius Continuous.
Salina.....	20 NM; 247° Salina	2,700	0.3 NM radius. Occasional use
(c) Suppesville	18 NM; 200° Wichita	15,000	5 NM radius. Sat–Sun and holidays, SR-SS.
(c) Topeka, Mesa Verde Arpt	9 NM; 267° Topeka	13,000 AGL	2 NM radius weekdays 1600–SS weekdays SR-SS weekends and holidays.
(c) Wamego Muni Arpt	19.4 NM; 075° Manhattan	11,000	5 NM radius. Continuous.
Wichita, Maize Arpt	7 NM; 070° Wichita	11,500	1 NM radius. Continuous.
(c) Wichita, Sauerman Field	14 NM; 253° Wichita	13,000	5 NM radius. Continuous.

PARACHUTE JUMPING AREAS

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
MINNESOTA			
Duluth	5 NM; 120° Duluth	10,000	Jun-Aug, Fridays 1800-2030
(c) Hutchinson Muni—Butler Fld Arpt ...	14 NM; 160° Darwin.....	13,000	5 NM radius. 0800-2359 daily.
Waseca Muni	11 NM; 223° Halfway	15,000	5 NM radius. Continuous.
MISSOURI			
(c) Butler Mem Arpt	7 NM; 074° Butler.....	13,000	5 NM radius. Sat-Mon 0500-2200.
(c) Charleston, Mississippi Co Arpt	25 NM; 150° Cape Girardeau	13,000	2 NM radius SR-SS weekends and holidays.
(c) Elton Hensley Mem Arpt.....	10 NM; 078° Columbia	12,000	5 NM radius. Daily 0700-1900.
(c) Kimberling Airways Arpt.....	22 NM; 323° Harrison	10,000	2 NM radius. SR-SS Mon-Sat.
(c) Lexington Muni Arpt	13 NM; 048° Napoleon	12,500 AGL	SR-SS Sat, Sun, holidays & weekday evenings.
(c) Mt Vernon Muni Arpt	31.5 NM; 235° Springfield	15,000	2 NM radius. Daily SR-SS. Springfield-Branson Natl Twr 124.95
Neosho	28.7 NM; 337° Neosho.....	10,000	
(c) Sullivan Rgnl Arpt.....	26 NM; 073° Vichy	15,000	5 NM radius. SR-SS weekends. Occasional ngt and weekdays.
NEBRASKA			
(c) Blair Muni Arpt.....	23 NM; 310° Omaha	14,000	2 NM radius. Sat-Sun SR-SS. Omaha App/Dep Con 120.1
(c) Crete Muni Arpt.....	22 NM; 195° Lincoln	14,500	2 NM radius. Continuous. Lincoln App/Dep Con 124.0 (1130-0600Z‡) Mineapolis Center 128.75 (0600-1130Z‡)
Mc Cook Rgnl Arpt.....	2 NM; 363°Mc Cook	10,500	2 NM radius Mon-Fri 1600-SS and Sat-Sun 0800-SS.
(c) Weeping Water, Browns Arpt.....	27 NM; 090°Lincoln	14,000	3 NM radius. Apr-Oct, SR-30 min after SS, daily; Oct-Apr, SR-30 min after SS, weekends and Federal holidays.
NORTH DAKOTA			
(c) West Fargo Muni Arpt.	9 NM; 335° Fargo	13,500	1 NM radius. SR-SS Weekends. Occasional nights and weekdays.

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

BILLINGS SECTIONAL

78th Edition, 27 Aug 2009

OBSTRUCTIONS

27 Aug 2009 No Major Changes.

22 Oct 2009 Add obst 2409' MSL (310' AGL)UC, 46°33'37"N, 101°12'48"W.

Add obst 1981' MSL (295' AGL)UC, 46°23'06"N, 100°37'17"W.

Add obst 2361' MSL (260' AGL)UC, 47°34'40"N, 100°36'13"W.

Add obst 2237' MSL (260' AGL)UC, 47°24'38"N, 100°35'22"W.

Add obst 2437' MSL (260' AGL)UC, 46°31'55"N, 101°33'11"W.

17 Dec 2009 Add obst 2721' MSL(340' AGL), 48°18'42"N, 102°39'44"W.

AIRPORTS

27 Aug 2009 No Major Changes.

22 Oct 2009 Delete MORGAN arpt, 49°00'00"N, 107°49'32"W.

Delete DORBRINSKI arpt, 47°53'52"N, 101°51'17"W.

Delete LOHSE arpt, 48°34'43"N, 103°27'59"W.

BELLE CREEK arpt abandoned, 45°07'30"N, 105°05'32"W.

17 Dec 2009 Change RP 12 to RP 13 at BLACK HILL-CLYDE ICE arpt, 44°28'46"N, 103°47'02"W.

Change CTAF 122.8 to 122.9 at SOUTH BIG HORN CO arpt, 44°31'01"N, 108°04'58"W.

Delete GRENORA CENTENNIAL arpt, 48°37'32"N, 103°55'48"W.

NAVAIDS

27 Aug 2009 No Major Changes.

22 Oct 2009 Delete PARSHALL NDB, 47°56'10"N, 102°08'14"W.

17 Dec 2009 No Major Changes.

AIRSPACE

27 Aug 2009 No Major Changes.

22 Oct 2009 Add PLENTYWOOD, MT Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Plentywood Sher-Wood Airport; and that airspace extending upward from 1,200 feet above the surface of the earth bounded by a line beginning at 49°00'00"N, 105°02'00"W; to 49°00'00"N, 104°02'00"W; to 48°32'35"N, 104°02'00"W; to 48°27'00"N, 104°11'12"W; to 48°40'00"N, 105°02'00"W; thence to the point of origin.

17 Dec 2009 Revise TIoga, ND, Class E: That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Tioga Municipal Airport and within 4 miles either side of the 133° bearing from the Tioga Municipal Airport extending from the 6.7-mile radius to 10.2 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 49°00'00"N, on the east by the 47-mile radius of Minot AFB, on the south by V-430, on the southwest by the 21.8-mile radius of the Williston VORTAC, and on the west by the North Dakota/Montana state boundary.

SPECIAL USE AIRSPACE

27 Aug 2009 - 17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

27 Aug 2009 - 17 Dec 2009 No Major Changes.

MISCELLANEOUS

27 Aug 2009 - 17 Dec 2009 No Major Changes.

CG-19 WORLD AERONAUTICAL CHART**39th Edition, 4 Jun 2009****OBSTRUCTIONS****2 Jul 2009 – 17 Dec 2009** No Major Changes.**AIRPORTS****2 Jul 2009** Add arpt elev 1071, lighting code *L, runway length 71 and unicom at GLENDALE arpt, 33°31'36"N, 112°17'42"W.**27 Aug 2009 – 17 Dec 2009** No Major Changes.**NAVAIDS****2 Jul 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****2 Jul 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****2 Jul 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****| 2 Jul 2009 – 17 Dec 2009** No Major Changes.**CHEYENNE SECTIONAL****80th Edition, 30 Jul 2009****OBSTRUCTIONS****27 Aug 2009** Add windmill farm. 6365'UC is highest MSL, 43°04'40"N, 105°50'43"W.
Add obst 6988'MSL (407'AGL)UC, 41°08'23"N, 104°59'52"W.**22 Oct 2009** Add obst 7523'MSL (263'AGL)UC, 41°39'15"N, 106°04'16"W.

Add obst 7508'MSL (391'AGL)UC, 41°40'22"N, 105°59'52"W.

Add obst 5157'MSL (258'AGL)UC, 42°41'04"N, 103°55'53"W.

17 Dec 2009 Add obst 6584'MSL (363'AGL)UC, 41°10'42"W, 104°53'05"W.

Add obst 5047'MSL (350'AGL)UC, 41°38'30"N, 104°08'23"W.

Add obst 5078'MSL (341'AGL)UC, 43°43'57"N, 105°21'49"W.

Add obst 5208'MSL (305'AGL)UC, 43°24'53"N, 106°15'06"W.

Add obst 7127'MSL (262'AGL)UC, 41°57'30"N, 106°26'20"W.

AIRPORTS**27 Aug 2009 – 22 Oct 2009** No Major Changes.**17 Dec 2009** Change RP 12 to RP 13 at BLACK HILLS-CLYDE ICE arpt, 44°28'52"N, 103°47'09"W.
Change CTAF 122.8 to 122.9 at SOUTH BIG HORN CO arpt, 44°31'00"N, 108°04'58"W.**NAVAIDS****27 Aug 2009** Delete ANTELOPE NDB, 41°36'N, 109°00'06"W.**22 Oct 2009 – 17 Dec 2009** No Major Changes.**AIRSPACE****Aug 27 2009** Add RUSHVILLE, NE Class E: That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of Modisett airport.**22 Oct 2009 – 17 Dec 2009** No Major Changes.**SPECIAL USE AIRSPACE****27 Aug 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****27 Aug 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****27 Aug 2009 – 17 Dec 2009** No Major Changes.

CHICAGO SECTIONAL

79th Edition, 22 Oct 2009

OBSTRUCTIONS**22 Oct 2009** No Major Changes.

17 Dec 2009 Add obst 1055' MSL(268' AGL)UC, 40°39'52"N, 90°44'58"W.
 Add obst 1047' MSL(240' AGL)UC, 40°02'51"N, 86°49'03"W.
 Add obst 1270' MSL(600' AGL)UC, 41°38'06"N, 87°02'59"W.
 Add obst 955' MSL(255' AGL)UC, 41°19'16"N, 87°12'38"W.
 Add obst 875' MSL(215' AGL)UC, 41°30'57"N, 87°59'55"W.
 Add obst 1087' MSL(260' AGL)UC, 43°58'08"N, 89°14'37"W.
 Add obst 901' MSL(268' AGL)UC, 40°48'02"N, 90°10'30"W.
 Add obst 984' MSL(250' AGL)UC, 41°01'50"N, 89°13'51"W.
 Add obst 773' MSL(260' AGL)UC, 40°48'28"N, 89°34'47"W.
 Add obst 1078' MSL(300' AGL)UC, 41°18'40"N, 90°10'40"W.
 Add obst 1017' MSL(260' AGL)UC, 40°53'36"N, 89°02'03"W.
 Add obst 998' MSL(258' AGL)UC, 40°13'17"N, 88°57'55"W.
 Add obst 1200' MSL(450' AGL)UC, 40°37'48"N, 88°46'53"W.
 Add obst 795' MSL(298' AGL)UC, 40°13'44"N, 90°45'34"W.
 Add obst 974' MSL(228' AGL)UC, 40°52'58"N, 89°07'42"W.
 Add obst 1428' MSL(280' AGL)UC, 44°15'56"N, 89°25'00"W.
 Add obst 1295' MSL(299' AGL)UC, 40°17'18"N, 85°00'34"W.
 Add obst 1054' MSL(310' AGL)UC, 40°12'26"N, 87°05'29"W.
 Add obst 1119' MSL(260' AGL)UC, 40°56'34"N, 85°39'55"W.
 Add obst 1220' MSL(330' AGL)UC, 41°15'05"N, 85°38'22"W.
 Add obst 1017' MSL(325' AGL)UC, 41°15'57"N, 86°44'10"W.
 Add obst 945' MSL(250' AGL)UC, 41°04'17"N, 86°46'20"W.
 Add obst 1105' MSL(260' AGL)UC, 40°39'20"N, 85°09'16"W.
 Add obst 1509' MSL(349' AGL)UC, 44°03'59"N, 92°01'14"W.
 Add obst 1680' MSL(350' AGL)UC, 43°39'34"N, 92°17'59"W.
 Add obst 1650' MSL(350' AGL)UC, 43°34'13"N, 91°36'42"W.
 Add obst 1599' MSL(349' AGL)UC, 43°55'34"N, 91°26'10"W.
 Add obst 1526' MSL(350' AGL)UC, 43°40'08"N, 91°24'15"W.
 Add obst 1508' MSL(350' AGL)UC, 43°33'02"N, 91°21'41"W.
 Add obst 1559' MSL(349' AGL)UC, 44°06'11"N, 91°51'18"W.
 Add obst 1598' MSL(350' AGL)UC, 43°52'58"N, 92°00'11"W.
 Add obst 1570' MSL(350' AGL)UC, 43°48'39"N, 91°38'41"W.
 Add windmill farm. 1142' UC is highest MSL, 40°38'31"N, 86°58'09"W.
 Add windmill farm. 1111' UC is highest MSL, 41°06'48"N, 88°39'20"W.
 Add windmill farm. 1230' UC is highest MSL, 40°41'52"N, 87°15'19"W.
 Add windmill farm. 1163' UC is highest MSL, 40°56'36"N, 88°24'22"W.

AIRPORTS**22 Oct 2009** No Major Changes.

17 Dec 2009 Add CTAF 122.9 at FLYING FEATHERS arpt, 44°03'40"N, 88°11'42"W.
 Delete KUNTZ arpt, 40°43'23"N, 88°52'00"W.
 Delete MURKS arpt, 40°44'20"N, 90°22'50"W.

NAVAIDS**22 Oct 2009** No Major Changes.

17 Dec 2009 Shutdown KETTLE MORaine NDB, 43°25'30"N, 88°07'38"W.

AIRSPACE**22 Oct 2009** No Major Changes.

17 Dec 2009 Revise PEORIA, IL Class E: That airspace extending upward from 700 feet above the surface bounded by a line beginning at 40°54'00"N, 89°59'00"W; to 40°53'31"N, 89°41'35"W; to 40°54'41"N, 89°35'28"W; to 40°52'16"N, 89°29'22"W; to 40°46'40"N, 89°27'38"W; to 40°44'01"N, 89°29'35"W; to 40°22'00"N, 89°32'00"W; to lat.40°26'00"N, 90°07'00"W; to 40°34'00"N, 90°12'00"W; to 40°47'00"N, 90°08'00"W; to the point of beginning.

Revise WINONA, MN Class E: That airspace extending upward from 700 feet above the surface within a 7-mile radius of Winona Municipal Airport-Max Conrad Field, and within 8 miles southwest and 4 miles northeast of the 121° bearing from the airport extending from the 7-mile radius to 21 miles southeast of the airport, excluding that airspace within the La Crosse, WI Class D airspace area.

Revise PLATTEVILLE, WI Class E: That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Platteville Municipal Airport and within 4 miles each side of the 145° bearing from the airport extending from the 7.4-mile radius to 10.2 miles southeast of the airport.

SPECIAL USE AIRSPACE**22 Oct 2009 – 17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009 – 17 Dec 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009 – 17 Dec 2009** No Major Changes.

GREEN BAY SECTIONAL
79th Edition, 17 Dec 2009

OBSTRUCTIONS

17 Dec 2009 No Major Changes.

AIRPORTS

17 Dec 2009 No Major Changes.

NAVAIDS

17 Dec 2009 No Major Changes.

AIRSPACE

17 Dec 2009 No Major Changes.

SPECIAL USE AIRSPACE

17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

17 Dec 2009 No Major Changes.

MISCELLANEOUS

17 Dec 2009 No Major Changes.

KANSAS CITY SECTIONAL

83rd Edition, 19 Nov 2009

OBSTRUCTIONS

17 Dec 2009 Add obst 1174' MSL (305' AGL) UC, 36°05'01"N, 96°35'42"W.
Change to group obst 1178' MSL (335' AGL) UC, 37°01'30"N, 94°45'08"W.
Add obst 1460' MSL (280' AGL), 36°32'20"N, 93°34'31"W.
Add obst 1624' MSL (339' AGL) UC, 36°02'15"N, 93°55'05"W.
Add obst 1591' MSL (315' AGL) UC, 36°53'31"N, 93°34'44"W.
Add obst 1230' MSL (320' AGL) UC, 40°11'57"N, 95°02'00"W.

AIRPORTS

17 Dec 2009 Delete TERAMIRANDA arpt, 36°36'30"N, 94°52'21"W.

NAVAIDS

17 Dec 2009 No Major Changes.

AIRSPACE

17 Dec 2009 Revise TOPEKA, KS Class D: That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.9-mile radius of Forbes Field Airport, and within 2.2 miles each side of the RIPLY LOM 317° bearing extending from the 4.9-mile radius to 5.3 miles northwest of the airport and within 1.8 miles each side of the Forbes Field Airport ILS Localizer southeast course extending from the 4.9-mile radius to 0.9 miles southeast of the RIPLY LOM. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.
Revise TOPEKA, KS Class E: That airspace within a 4.9-mile radius of Forbes Field Airport, and within 2.2 miles each side of the RIPLY LOM 317° bearing extending from the 4.9-mile radius to 5.3 miles northwest of the airport and within 1.8 miles each side of the Forbes Field Airport ILS Localizer southeast course extending from the 4.9-mile radius to 0.9 miles southeast of the RIPLY LOM. That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Forbes Field Airport, and within 3.1 miles each side of the Forbes Field Airport ILS localizer course extending from the 7.4-mile radius to 13 miles southeast of the airport, and within 3.5 miles each side of the Forbes Field Airport ILS localizer course extending from the 7.4-mile radius to 13 miles northwest of the airport.
Revise ST. LOUIS, MO Class E: That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Lambert-St. Louis International Airport, and within 4 miles southeast and 7 miles northwest of the Lambert-St. Louis International Airport Runway 24 ILS localizer course extending from the airport to 10.5 miles northeast of the ZUMAY LOM, and within 4 miles southwest and 7.9 miles northeast of the Lambert-St. Louis International Airport Runway 12R ILS localizer course extending from the airport to 10.5 miles northwest of the OBLIO LOM, and within 4 miles southwest and 7.9 miles northeast of the Lambert-St. Louis International Airport Runway 30L ILS localizer course extending from the airport to 8.7 miles southeast of the airport, and within a 6.8-mile radius of Spirit of St. Louis Airport, and within 3.9 miles each side of the 258° bearing from Spirit of St. Louis Airport extending from the 6.8-mile radius of Spirit of St. Louis Airport to 10.6 miles west of the airport, and within 2.6 miles each side of the 098° radial of the Foristell VORTAC extending from the 6.8-mile radius of Spirit of St. Louis Airport to 8.3 miles west of the airport, and within a 6.4-mile radius of St. Charles County Smartt Airport, and within a 6.9-mile radius of St. Louis Regional Airport, and within 4 miles each side of the 014° bearing from the Civic Memorial NDB extending from the 6.9-mile radius of St. Louis Regional Airport to 7 miles north of the airport, and within 4.4 miles each side of the 190° radial of the St. Louis VORTAC extending from 2 miles south of the VORTAC to 22.1 miles south of the VORTAC.

SPECIAL USE AIRSPACE

17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

17 Dec 2009 No Major Changes.

MISCELLANEOUS

17 Dec 2009 No Major Changes.

KANSAS CITY TERMINAL AREA CHART**70th Edition, 19 Nov 2009****OBSTRUCTIONS****17 Dec 2009** No Major Changes.**AIRPORTS****17 Dec 2009** No Major Changes.**NAVAIDS****17 Dec 2009** No Major Changes.**AIRSPACE**

17 Dec 2009 Revise TOPEKA, KS Class D: That airspace extending upward from the surface to and including 3,600 feet MSL within a 4.9-mile radius of Forbes Field Airport, and within 2.2 miles each side of the RPLY LOM 317° bearing extending from the 4.9-mile radius to 5.3 miles northwest of the airport and within 1.8 miles each side of the Forbes Field Airport ILS Localizer southeast course extending from the 4.9-mile radius to 0.9 miles southeast of the RPLY LOM. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Revise TOPEKA, KS Class E: That airspace within a 4.9-mile radius of Forbes Field Airport, and within 2.2 miles each side of the RPLY LOM 317° bearing extending from the 4.9-mile radius to 5.3 miles northwest of the airport and within 1.8 miles each side of the Forbes Field Airport ILS Localizer southeast course extending from the 4.9-mile radius to 0.9 miles southeast of the RPLY LOM. That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Forbes Field Airport, and within 3.1 miles each side of the Forbes Field Airport ILS localizer course extending from the 7.4-mile radius to 13 miles southeast of the airport, and within 3.5 miles each side of the Forbes Field Airport ILS localizer course extending from the 7.4-mile radius to 13 miles northwest of the airport.

SPECIAL USE AIRSPACE**17 Dec 2009** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009** No Major Changes.**MISCELLANEOUS****17 Dec 2009** No Major Changes.

MEMPHIS SECTIONAL

83rd Edition, 24 Sep 2009

OBSTRUCTIONS

22 Oct 2009 Change MEF 1° to 1¹ in quadrant 33°30'00"N-34°00'00"N, 93°30'00"-94°00'00"W.

Add obst 798'MSL (420'AGL)UC, 32°05'24"N, 90°39'59"W.

Add obst 979'MSL (499'AGL)UC, 34°13'53"N, 93°16'47"W.

Add obst 495'MSL (330'AGL)UC, 33°39'16"N, 92°40'34"W.

Add obst 945'MSL (645'AGL)UC, 33°38'59"N, 93°48'43"W.

17 Dec 2009 Add obst 779'MSL (311'AGL)UC, 32°52'06"N, 89°10'13"W.

Add obst 558'MSL (311'AGL)UC, 32°45'06"N, 90°08'26"W.

Add obst 1465'MSL (304'AGL)UC, 36°05'39"N, 93°07'56"W.

Add obst 711'MSL (305'AGL)UC, 35°12'53"N, 92°27'30"W.

Add obst 820'MSL (311'AGL)UC, 32°58'38"N, 89°22'06"W.

Add obst 852'MSL (499'AGL)UC, 32°08'05"N, 90°03'41"W.

Add obst 826'MSL (256'AGL)UC, 32°54'53"N, 89°15'18"W.

Add obst 788'MSL (260'AGL)UC, 35°28'15"N, 88°31'00"W.

Change obst from 693'MSL (331'AGL)to 753'MSL (391'AGL), 32°28'00"N, 94°23'59"W.

Add obst 1624'MSL (339'AGL)UC, 36°02'15"N, 93°55'05"W.

Add obst 724'MSL (475'AGL)UC, 35°39'50"N, 89°56'44"W.

AIRPORTS

22 Oct 2009 Add RP 35 to TUNICA MUNI arpt, 34°41'06"N, 90°20'52"W.

17 Dec 2009 FULTON ITAWAMBA CO arpt abandoned, 34°21'07"N, 88°22'38"W.

Delete abandoned arpt sym, 33°54'17"N, 94°50'43"W.

Delete abandoned arpt sym, 33°07'46"N, 94°58'32"W.

NAVAIDS

22 Oct 2009 Shutdown PINHOOK NDB, 35°15'14"N, 88°12'15"W.

Change bearing 294° to 293° from HAMILTON VORTAC(HAB) 34°11'42"N, 88°00'45"W.

17 Dec 2009 Shutdown CLARKSDALE NDB, 34°17'35"N, 90°30'56"W.

AIRSPACE

22 Oct 2009 – 17 Dec 2009 No Major Changes.

SPECIAL USE AIRSPACE

22 Oct 2009 – 17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

22 Oct 2009 – 17 Dec 2009 No Major Changes.

MISCELLANEOUS

22 Oct 2009 Change MEF 1° to 1¹ in quadrant 33°30'00"-34°00'00"N, 93°30'00"-94°00'00"W.

17 Dec 2009 No Major Changes.

MINNEAPOLIS-ST. PAUL TERMINAL AREA CHART

72nd Edition, 2 Jul 2009

OBSTRUCTIONS

2 Jul 2009 – 17 Dec 2009 No Major Changes.

AIRPORTS

2 Jul 2009 – 17 Dec 2009 No Major Changes.

NAVAIDS

2 Jul 2009 – 17 Dec 2009 No Major Changes.

AIRSPACE

2 Jul 2009 – 27 Aug 2009 No Major Changes.

22 Oct 2009 Revise MINNEAPOLIS, MN. Class E. That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Minneapolis-St. Paul International Airport (Wold-Chamberlain) Airport DME antenna, and within a 6.5-mile radius of the Anoka County-Blaine Airport (Janes Field), and within 4 miles each side of the 001° bearing from the Anoka County-Blaine Airport (Janes Field) extending from the 6.5-mile radius to 9.9 miles north of the airport, and within a 6.3-mile radius of the Lake Elmo Airport, and within a 6.4-mile radius of the Airlake Airport, and within 3.3 miles each side of the 084° bearing from the Farmington VORTAC extending from the 6.4-mile radius to 14.8 miles east of the Airlake Airport.

17 Dec 2009 No Major Changes.

SPECIAL USE AIRSPACE

2 Jul 2009 – 17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

2 Jul 2009 – 17 Dec 2009 No Major Changes.

MISCELLANEOUS

2 Jul 2009 – 17 Dec 2009 No Major Changes.

OMAHA SECTIONAL

80th Edition, 30 Jul 2009

OBSTRUCTIONS

27 Aug 2009 Add windmill farm 1845'UC is highest MSL, 43°37'10"N, 92°34'46"W.
22 Oct 2009 Add windmill farm 1512'UC is highest MSL, 43°01'38"N, 92°42'49"W.
 Add obst 1658'MSL (420'AGL)UC, 43°40'38"N, 94°36'07"W.
 Change windmill farm highest MSL from 1762'UC to 1823'UC, 43°45'01"N, 94°58'17"W.
 Add obst 1727'MSL (350'AGL)UC, 42°44'34"N, 98°02'00"W.
 Add obst 1853'MSL (350'AGL)UC, 42°36'24"N, 98°02'46"W.
 Add windmill farm 2351' (389'AGL)UC is highest MSL, 44°02'12"N, 98°35'04"W.
 Add obst 1645'MSL (350'AGL)UC, 41°13'39"N, 96°25'37"W.
 Add obst 1721'MSL (310'AGL)UC, 40°19'55"N, 96°26'57"W.
 Add obst 1566'MSL (310'AGL)UC, 40°27'50"N, 96°18'25"W.
 Add obst 1712'MSL (254'AGL)UC, 41°48'58"N, 94°56'18"W.
 Add obst 1359'MSL (318'AGL)UC, 40°28'16"N, 92°59'21"W.
 Change obst from 1351'MSL (260'AGL)UC to 1418'MSL (320'AGL)UC, 40°52'53"N, 93°30'07"W.
 Add obst 1131'MSL (259'AGL)UC, 41°23'37"N, 93°06'12"W.
 Add windmill farm 1545'UC is highest MSL, 42°05'02"N, 93°16'32"W.
17 Dec 2009 Add obst 1268'MSL (259'AGL)UC, 41°26'23"N, 93°53'06"W.
 Add obst 1253'MSL (260'AGL)UC, 44°03'27"N, 93°51'58"W.
 Add obst 1486'MSL (320'AGL), 40°29'08"N, 94°35'08"W.
 Add obst 1514'MSL (349'AGL)UC, 44°00'49"N, 93°18'22"W.
 Add obst 1230'MSL (320'AGL)UC, 40°11'57"N, 95°02'00"W.
 Add obst 1477'MSL (320'AGL)UC, 40°33'01"N, 94°48'23"W.
 Add obst 2553'MSL (320'AGL)UC, 40°08'35"N, 99°49'29"W.
 Add obst 1630'MSL (308'AGL)UC, 40°34'59"N, 96°24'32"W.
 Add obst 1912'MSL (350'AGL)UC, 42°49'08"N, 98°26'48"W.
 Add windmill farm 1632'UC is highest MSL, 42°36'58"N, 93°13'50"W.

AIRPORTS

27 Aug 2009 No Major Changes.
22 Oct 2009 Delete LAMBERT FECHTER arpt, 43°09'51"N, 95°28'12"W.
17 Dec 2009 No Major Changes.

NAVAIDS

27 Aug 2009 No Major Changes.
22 Oct 2009 Shutdown HARLAN NDB, 41°34'44"N, 95°20'28"W.
 Shutdown ATLANTIC NDB, 41°24'14"N, 95°02'47"W.
17 Dec 2009 Delete KNOXVILLE NDB, 41°17'45"N, 93°06'51"W.

AIRSPACE

27 Aug 2009 No Major Changes.
22 Oct 2009 Revise IOWA FALLS, IA Class E: That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Iowa Falls Municipal Airport and within 2.6 miles each side of the 154° bearing from the Iowa Falls NDB extending from the 6.3-mile radius to 7.4 miles southeast of the airport. Revise ORD, NE Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Evelyn Sharp Field Airport and within 4 miles each side of the 316° bearing from the airport extending from the 6.5-mile radius to 11.5 miles northwest of the airport. Revise ANKENY, IA Class E: That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Ankeny Regional Airport, and within 2 miles each side of the 045° bearing from the airport extending from the 7.1-mile radius to 9.3 miles northeast of the airport, and within 2 miles each side of the 012° bearing from the airport extending from the 7.1-mile radius to 11.1 miles north of the airport, excluding that portion within the Des Moines Class C airspace area.
17 Dec 2009 Add NELIGH, NE Class E: That airspace extending upward from 700 feet above the surface within a 7.7-mile radius of Antelope County Airport and within 3.3 miles either side of the 193° bearing from the airport extending from the 7.7-mile radius to 10.2 miles south of the airport, and within 2.2 miles either side of the 013° bearing from the airport extending from the 7.7-mile radius to 10.1 miles north of the airport. Revise MINDEN, NE Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Pioneer Village Field Airport, and within 3.9 miles each side of the 346° bearing from the airport extending from the 6.4-mile radius to 9.3 miles north of the airport; and within 3.5 miles each side of the Kearney VOR 168° radial extending from the 6.4-mile radius to 9.8 miles south of the airport.

SPECIAL USE AIRSPACE

27 Aug 2009 – 17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

27 Aug 2009 – 17 Dec 2009 No Major Changes.

MISCELLANEOUS

27 Aug 2009 No Major Changes.
22 Oct 2009 Change MEF 1° to 2° in quadrant 43°30'-44°00'N, 94°30'95°00'.
17 Dec 2009 No Major Changes.

ST. LOUIS SECTIONAL
81st Edition, 17 Dec 2009

OBSTRUCTIONS

17 Dec 2009 No Major Changes.

AIRPORTS

17 Dec 2009 No Major Changes.

NAVAIDS

17 Dec 2009 No Major Changes.

AIRSPACE

17 Dec 2009 No Major Changes.

SPECIAL USE AIRSPACE

17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

17 Dec 2009 No Major Changes.

MISCELLANEOUS

17 Dec 2009 No Major Changes.

ST. LOUIS TERMINAL AREA CHART

73rd Edition, 17 Dec 2009

OBSTRUCTIONS

17 Dec 2009 No Major Changes.

AIRPORTS

17 Dec 2009 No Major Changes.

NAVAIDS

17 Dec 2009 No Major Changes.

AIRSPACE

17 Dec 2009 No Major Changes.

SPECIAL USE AIRSPACE

17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

17 Dec 2009 No Major Changes.

MISCELLANEOUS

17 Dec 2009 No Major Changes.

**TWIN CITIES SECTIONAL
78th Edition, 2 Jul 2009****OBSTRUCTIONS**

2 Jul 2009 No Major Changes.

27 Aug 2009 Add windmill farm. 2608' is highest MSL, 45°57'36"N, 98°58'15"W.

22 Oct 2009 Add obst 1580' MSL (305'AGL)UC, 45°20'57"N, 95°15'14"W.

Add obst 1981' MSL (295'AGL)UC, 46°23'06"N, 100°37'17"W.

Add obst 2414' MSL (340'AGL)UC, 48°52'37"N, 100°03'24"W.

Add obst 2514' MSL (340'AGL)UC, 48°56'57"N, 100°03'14"W.

Add obst 2361' MSL (260'AGL)UC, 47°34'40"N, 100°36'13"W.

Add obst 2237' MSL (260'AGL)UC, 47°24'38"N, 100°35'22"W.

Add obst 2238' MSL (260'AGL)UC, 47°32'29"N, 100°14'40"W.

Add obst 2334' MSL (310'AGL)UC, 47°23'02"N, 100°16'57"W.

Add windmill farm. 2118' is highest MSL, 48°30'23"N, 99°54'54"W.

17 Dec 2009 Add obst 1565' MSL (305'AGL)UC, 47°44'50"N, 95°46'57"W.

Add obst 1665' MSL (305'AGL)UC, 47°49'41"N, 93°09'55"W.

Add obst 1450' MSL (305'AGL)UC, 48°24'44"N, 96°10'04"W.

Add obst 1763' MSL (469'AGL)UC, 46°53'17"N, 92°30'38"W.

Add obst 1765' MSL (350'AGL)UC, 47°39'05"N, 92°51'55"W.

Add obst 1504' MSL (350'AGL)UC, 45°32'56"N, 96°19'27"W.

AIRPORTS

2 Jul 2009 – 22 Oct 2009 No Major Changes.

17 Dec 2009 Delete PRUETZ apt, 46°17'19"N, 98°56'31"W.

Change CTAF 126.05 to 132.4 at ANOKA COUNTY-BLAINE apt 45°08'41"N, 93°12'36"W.

NAVAIDS

2 Jul 2009 – 17 Dec 2009 No Major Changes.

AIRSPACE

2 Jul 2009 – 27 Aug 2009 No Major Changes.

22 Oct 2009 Revise MINNEAPOLIS, MN, Class E. That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Minneapolis-St. Paul International Airport (Wold-Chamberlain) Airport DME antenna, and within a 6.5-mile radius of the Anoka County-Blaine Airport (Janes Field), and within 4 miles each side of the 001° bearing from the Anoka County-Blaine Airport (Janes Field) extending from the 6.5-mile radius to 9.9 miles north of the airport, and within a 6.3-mile radius of the Lake Elmo Airport, and within a 6.4-mile radius of the Airlake Airport, and within 3.3 miles each side of the 084° bearing from the Farmington VORTAC extending from the 6.4-mile radius to 14.8 miles east of the Airlake Airport.

17 Dec 2009 No Major Changes.

SPECIAL USE AIRSPACE

2 Jul 2009 – 17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

2 Jul 2009 – 17 Dec 2009 No Major Changes.

MISCELLANEOUS

2 Jul 2009 – 17 Dec 2009 No Major Changes.

17 Dec 2009 Change MEF 2⁵ to 2⁷ in quadrant 45°30'00"N, 99°00'00"W.

Change MEF 2⁷ to 2⁸ in quadrant 45°30'00"N, 98°30'00"W.

Change MEF 2² to 2³ in quadrant 48°00'00"N, 99°30'00"W.

WICHITA SECTIONAL
83rd Edition, 30 Jul 2009

OBSTRUCTIONS

27 Aug 2009 Add obst 2930'MSL (350'AGL)UC, 39°50'12"N, 100°10'48"W.
Add obst 1665'MSL (310'AGL)UC, 37°57'55"N, 97°09'08"W.
Add obst 2636'MSL (350'AGL)UC, 39°49'30"N, 99°35'27"W.
22 Oct 2009 Add obst 1641'MSL (238'AGL), 37°59'00"N, 96°52'21"W.
Add obst 1782'MSL (260'AGL), 37°56'06"N, 97°51'53"W.
Add obst 1604'MSL (314'AGL), 37°30'30"N, 97°11'19"W.
Add obst 2978'MSL (350'AGL)UC, 36°19'02"N, 100°15'34"W.
Add obst 3298'MSL (315'AGL)UC, 38°55'12"N, 101°11'02"W.
Add obst 1588'MSL (320'AGL)UC, 37°29'57"N, 97°30'51"W.
17 Dec 2009 Add obst 4645'MSL (350'AGL)UC, 38°49'03"N, 102°22'02"W.
Add obst 4549'MSL (350'AGL)UC, 39°03'34"N, 102°15'35"W.
Add obst 5259'MSL (350'AGL)UC, 37°22'54"N, 102°54'22"W.
Add obst 4300'MSL (350'AGL)UC, 37°22'52"N, 102°17'06"W.
Add obst 1620'MSL (310'AGL), 39°40'47"N, 96°45'01"W.
Add obst 1737'MSL (260'AGL), 37°53'35"N, 97°46'18"W.
Add obst 1947'MSL (310'AGL), 38°40'41"N, 97°58'53"W.
Add obst 1694'MSL (349'AGL)UC, 36°24'21"N, 98°21'05"W.
Add obst 2684'MSL (415'AGL)UC, 36°20'21"N, 99°32'08"W.
Add obst 2406'MSL (315'AGL)UC, 37°57'52"N, 99°06'48"W.
Add obst 3840'MSL (262'AGL)UC, 37°52'52"N, 102°00'15"W.
Add obst 3715'MSL (350'AGL)UC, 39°46'58"N, 101°22'34"W.
Add obst 1512'MSL (349'AGL)UC, 36°52'05"N, 97°36'27"W.
Add obst 2553'MSL (320'AGL)UC, 40°08'35"N, 99°49'29"W.

AIRPORTS

27 Aug 2009 No Major Changes.
22 Oct 2009 Change CTAF/UNICOM freq to 123.075 at STEARMAN arpt, 37°46'30"N, 97°06'47"W.
17 Dec 2009 No Major Changes.

NAVAIDS

27 Aug 2009 – 17 Dec 2009 No Major Changes.

AIRSPACE

27 Aug 2009 – 17 Dec 2009 No Major Changes.

SPECIAL USE AIRSPACE

27 Aug 2009 – 17 Dec 2009 No Major Changes.

MILITARY TRAINING ROUTES

27 Aug 2009 IR-526 Revised, IR-513 Revised, IR-504 Revised
22 Oct 2009 – 17 Dec 2009 No Major Changes.

MISCELLANEOUS

27 Aug 2009 – 17 Dec 2009 No Major Changes.

SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

UNITED STATES

FACILITY NAME	CHART & PANEL
Frankfort, IL (LL4Ø) Chicago App/Dep Con 133.1 285.6	L-28H
Glasgow Industrial, MT (Ø7MT) Salt Lake Center App/Dep Con 126.85 305.2	H-1E, 2F, L-13D
USAF Academy Bullseye Aux Airstrip, CO (C09Ø) ASOS 118.325	L-10F
West Kentucky Airpark, KY (5KY3) Memphis Center App/Dep Con 133.65 292.15	L-16I
William P Gwinn, FL (Ø6FA) Gwinn Tower 120.4 279.25 (Mon–Fri 1300–2100Z‡) Gnd Con 121.65 279.25	H-8I, L-23C

CANADA

FACILITY NAME	CHART & PANEL
Abbotsford, BC (CYXX) ATIS 119.8 (1500–0700Z‡) Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8 Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8 MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500')	H-1B, L-12F
Amos/Magny, QC (CYEV) Montreal Center App/Dep Con 125.9	H-11B
Atikokan Muni, ON (CYIB) MF 122.3 (5 NM to 4500' No ground station)	L-14I
Barrie-Orillia (Lake Simcoe Rgnl), ON (CYLS) AWOS 122.55 (Pvt) Toronto Center App/Dep Con 124.025	H-11B, I-31D
Bar River, ON (CPF2) Toronto Center App/Dep Con 132.65	L-31C
Bathurst, NB (CZBF) Moncton Center App/Dep Con 134.25	L-32J
Boundary Bay, BC (CZBB) ATIS 125.5 (1500–0700Z‡) Vancouver App/Dep Con 132.3 363.8 Tower 118.1 (Inner) 127.6 (Outer) (1500–0700Z‡) Gnd Con 124.3 MF 118.1 (0700–1500Z‡ to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500'.)	H-1B, L-1E
Brampton, ON (CNC3) Toronto Trml App/Dep Con 119.3 253.1	L-31D
Brandon Muni, MB (CYBR) Winnipeg Center App/Dep Con 132.25 285.4 MF 122.1 (5 NM to 4000')	H-2H
Brantford, ON (CYFD) Toronto Trml App/Dep Con 128.27	L-31D
Brockville–Thousand Islands Rgnl Tackberry, ON (CNL3) Montreal Center App/Dep Con 134.675	L-32G
Bromont, QC (CZBM) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')	L-32G
Burlington Airpark, ON (CZBA) Toronto Center App/Dep Con 119.3 253.1	L-31D
Castlegar, BC (CYCG) Vancouver Center App/Dep Con 134.2 227.3 MF 122.1 (5 NM to 6500')	H-1C
Centralia/James T. Fld Muni, ON (CYCE) Toronto Center App/Dep Con 135.30	H-10G, 11B, L-31D
Charlottetown, PE (CYYG) Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	H-11E, L-32J
Chatham-Kent, ON (CNZ3) Cleveland Center App/Dep Con 132.25	H-10G, L-30G

SUPPLEMENTAL COMMUNICATION REFERENCE

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FACILITY NAME	CHART & PANEL
Collingwood, ON (CNY3) Toronto Center App/Dep Con 124.02	H-11B, L-31D
Cornwall Rgnl, ON (CYCC) Boston Center App/Dep Con 135.25 377.1	L-32G
Cranbrook/Canadian Rockies Intl, BC (CYXC) Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	H-1C
Debert, NS (CCQ3) Halifax Trml App/Dep Con 119.2	H-11E, L-32J
Digby, NS (CYJD) Moncton Center App/Dep Con 123.9	L-32J
Downsview, ON (CYZD) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 MF 126.2 (1300-2300Z‡, 3 NM to 1700')	H-11B, L-31E
Drummondville, QC (CSC3) Montreal Center App/Dep Con 132.35	L-32H
Earlton (Timiskaming Rgnl), ON (CYXR) MF 122.0 (5 NM to 3800') AWOS 128.6	H-11B
Elliot Lake Muni, ON (CYEL) Toronto Center App/Dep Con 135.4	L-31C
Fort Frances Muni, ON (CYAG) Minneapolis Center App/Dep Con 120.9	L-14H
Fredericton Intl, NB (CYFC) ATIS 127.55 Moncton Center App/Dep Con 124.3 135.5 270.8 Tower 119.0 (1200-2000Z, DT 1100-1900Z) Gnd Con 121.7 (Ltd hrs) MF 119.0 (2000-1200Z, DT 1900-1100Z 5 NM to 3500')	H-11E, L-32I
Goderich, ON (CYGD) Toronto Center App/Dep Con 135.3 266.3	H-11B, L-31D
Greenwood, NS (CYZX) ATIS 128.85 244.3 (1100-0000Z‡) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Cnc Del 128.05 283.9	H-11E, L-32J
Grimsby Air Park, ON (CN28) Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L-31E
Halifax/Shearwater, NS (CYAW) ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H-11E, L-32J
Halifax/Stanfield Intl, NS (CYHZ) ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 225.2 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Cnc Del 123.95 Apron Advisory 122.125	H-11E, L-32J
Hamilton, ON (CYHM) ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H-10H, 11B, L-11B
Kingston, ON (CYKG) Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z‡) MF 122.5 (1115-0400Z‡ 5 NM to 3300')	H-11C, L-31E, 32F
Kitchener/Waterloo, ON (CYKF) ATIS 125.1 (1200-0400Z‡) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z‡) Gnd Con 121.8 MF 126.0 (0400-1200Z‡ 5 NM to 4000')	H-11B, L-31D
Lachute, QC (CSE4) Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3	L-32G
La Tuque, QC (CYLQ) Montreal Center App/Dep Con 134.5	H-11C
Langley, BC (CYNJ) ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')	L-1E

FACILITY NAME	CHART & PANEL
Leamington, ON (CLM2) Cleveland Center App/Dep Con 132.45	L-30F
Lethbridge, AB (CYQL) ATIS 124.4 (1300-0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')	H-1D
Lindsay, ON (CNF4) Toronto Center App/Dep 134.25	L-31E, L-32F
Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9	L-32J
London, ON (CYXU) ATIS 127.8 (1120-0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120-0345Z‡) Gnd Con 121.9 MF 119.4 (0345-1120Z‡ 5 NM to 3000')	H-10G, 11B, L-30G, 31D
Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep 135.4 260.9	L-31C
Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57	L-32G
Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Miles-iles and 1 NM around Lac Agile Mascouche arpt.)	L-32G
Medicine Hat, AB (CYXH) AWOS 124.875 (0345-1245Z‡) MF 122.2 (1245-0345Z‡ 5 NM to 5400')	H-1D
Midland/Huronia, ON (CYEE) Toronto Center App/Dep 124.025	L-31D
Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7	H-11E, L-32J
Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H-11E, L-32J
Mont-Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57	L-32G
Montreal Intl (Mirabel), QC (CYMK) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15	H-11C, 12K, L-32G
Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Cinc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 268.3 (W-NW-NE) VFR Advisory 134.15	H-11C, 12K, L-32G
Montreal/St-Hubert, QC (CYHU) ATIS 124.9 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z‡, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15	H-11C, L-32G
Muskoka, ON (CYQA) AWOS 124.575 MF 122.3 (5 NM to 3900')	H-11B, L-31D
Nanaimo, BC (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330-0530Z‡ (5 NM to 2500')	H-1B, L-1E
North Bay, ON (CYYB) ATIS 124.9 (1130-0300Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130-0330Z‡ 7 NM to 5000')	H-11B, L31D

SUPPLEMENTAL COMMUNICATION REFERENCE

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FACILITY NAME	CHART & PANEL
Oshawa, ON (CYOO)	L-31E
ATIS 125.675 (1130-0330Z#)	
Toronto Trml App Con 133.4	
Tower 120.1 (1130-0330Z#) Gnd Con 118.4	
Toronto Trml Dep Con 133.4 MF 120.1 (0330-1130Z# 5 NM to 3000')	
Ottawa/Carp, ON (CYRP)	L-31E, 32F
ATIS 121.15	
Ottawa Trml App/Dep Con 128.175 252.5	
Ottawa/Gatineau, QC (CYND)	H-11C, L-32G
Ottawa Trml App/Dep Con 127.7 128.175 252.5	
MF 122.3 (5 NM shape irregular to 2500')	
VFR Advisory Ottawa Trml 127.7	
Ottawa/MacDonald-Cartier Intl, ON (CYOW)	L-11C
ATIS 121.15	
Ottawa App Con 135.15 Tower 118.8 120.1 341.3	
Gnd Con 121.9 Cncl Del 119.4	
Ottawa Dep Con 128.175	
Owen Sound/Billy Bishop Rgnl, ON (CYOS)	L-31D
Toronto Center App/Dep 132.575 290.6	
Pele Island, ON (CYPT)	L-30F
Cleveland Center App/Dep Con 126.35 360.0	
Pembroke, ON (CYTA)	H-11C, L-31E, 32F
Montreal Center App/Dep Con 135.2	
Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z#, OT PPR)	
Penticton, BC (CYFF)	H-1B
Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100')	
Peterborough, ON (CYPO)	H-11B, L-31E, 32F
AWOS 126.925	
Toronto Center App/Dep 134.25	
Pincher Creek, AB (CZPC)	H-1D
Edmonton Center App/Dep Con 132.75 265.2	
Pitt Meadows, BC (CYPK)	L-1E
ATIS 125.0 (1500-0700Z#)	
Vancouver Center App Con 128.6 352.7 (Outer)	
Pitt Tower 126.3 (1500-0700Z#) Gnd Con 123.8	
Vancouver Center Dep Con 132.3 363.8 (South)	
MF 126.3 (0700-1500Z#) (3NM to 2500')	
Quebec/Jean Lesage Intl, QC (CYQB)	H-11D, L-32H
ATIS 134.6	
Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8	
(185.65 Quebec Twr VFR acft at or below 3000') Tower 118.65 236.6	
Gnd Con 121.9 250.0	
Riviere Du Loup, QC (CYRI)	H-11D
AWOS 122.025 (Pvt)	
Montreal Center App/Dep Con 125.1 299.6	
Rouyn Noranda, QC (CYUY)	H-11B
Montreal Center App/Dep Con 125.9	
MF 122.2 (5 NM to 4000')	
Saint John, NB (CYSJ)	H-11E, L-32J
Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')	
Sarnia (Chris Hadfield), ON (CYZR)	H-10G, 11B, L-30F
Toronto Center 134.375	
Sault Ste Marie, ON (CYAM)	H-2K, L-31B
ATIS 133.05 (1300-0100Z#)	
Toronto Center App/Dep Con 132.65 344.5	
Tower 118.8 (1300-0100Z#) Gnd Con 121.7	
MF 118.8 (0100-1300Z# 5 NM irregular shape to 3000')	
Sherbrooke, QC (CYAM)	H-11D, L-32H
AWOS 126.25	
Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')	
South Renfrew Muni, ON (CNP3)	L-31E, 32F
Montreal Center App/Dep 124.275	

FACILITY NAME	CHART & PANEL
Southport, MB (CYPG) ATIS 120.85 (Mon-Fri 1400-2300Z‡ except holidays) Tower 126.2 384.2 (Mon-Fri 1400-2300Z‡ except holidays) Gnd Con 121.7 275.8	H-2H
Springwater Barrie Airport, ON (CNA3) Toronto Center App/Dep Con 124.025	L-31D
St. Catherines/Niagara District, ON (CYSN) ATIS 128.525 (1215-0200Z) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215-0200Z‡ 5 NM to 3300')	H-10H, 11B, L-31E
St. Frederic, QC (CSZ4) Montreal Center App/Dep Con 135.025 270.9	L-32H
St. Georges, QC (CYSG) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900' ASL)	H-32H, L-11D
St. Jean, QC (CYJN) Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡) Gnd Con 121.7	L-32G
Sudbury, ON (CYSB) ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000')	H-31B, 10G, L-31D
Summerside, PE (CYSU) AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H-11E, L-32J
Thunder Bay, ON (CYQT) ATIS 128.8 (1100-0400Z‡) Winnipeg Center App/Dep Con 132.125 (0400-1100Z‡) Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000')	H-2J, L-14J
Timmins, ON (CYTS) ATIS 124.95 (1000-0500Z‡) Toronto Center App/Dep Con 128.3 226.3 MF 122.3 (5 NM to 4000')	H-11B
Toronto/Buttonville Muni, ON (CYKZ) ATIS 127.1 (1200-0400Z‡) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8 MF 124.8 (0400-1200Z‡ No gnd station. 5 NM shape irregular to below 2500')	L-31E
Toronto/City Centre, ON (CYTZ) ATIS 133.6 (1130-0400Z‡) App Con 133.4 Dep Con 133.4 Tower 118.2 119.2 (1130-0400Z‡) Gnd Con 121.7	L-31E
Toronto/Lester B Pearson Intl, ON (CYYZ) ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9 Cinc Del 121.3 (1200-0400Z‡) VFR Advisory 119.3 133.4	H-11B, L-31D
Trenton, ON (CYTR) ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Cinc Del 124.35 286.4	H-11C, L-31E, 32F
Trenton/Mountain View, ON (CPZ3) Trenton Mil Advisory 268.0	H-11C, L-31E, 32F
Trois-Rivieres, QC (CYRQ) Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200')	H-11C, L-32H
Val-D'or, QC (CYVO) Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030-0325Z‡ 5 NM to 4000')	H-11B

SUPPLEMENTAL COMMUNICATION REFERENCE

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FACILITY NAME	CHART & PANEL
Vancouver Intl, BC (CYVR)	H-1B, L-1E
ATIS 124.6 124.75	
App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner)	
Dep Con 126.125 (north) 132.3 (south) 363.8	
Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6	
Gnd Con 121.7 (south) 127.15 (north) 275.8 Cinc Del 121.4	
Victoria Intl, BC (CYJY)	H-1B, L-1E
ATIS 118.8 (1400-0800Z#)	
App Con 125.95 308.4 Dep Con 133.85 308.4	
Tower 119.1 (Outer) 119.7 (Inner) 239.6	
Gnd Con 121.9 361.4 (1400-0800Z# OT ctc Kamloops 119.7)	
Cinc Del 126.4 (1400-0800Z#)	
Victoriaville, QC (CSR3)	L-32H
Montreal Center App Con 132.35	
Waterville/Kings Co Muni, NS (CCW3)	L-32J
Greenwood Trml App/Dep Con 120.6 335.9	
Greenwood Tower 119.5 324.3	
Wiarton, ON (CYVV)	H-11B, L-31D
Toronto Center App/Dep Con 132.575	
MF 122.2 (5 NM to 3700')	
Windsor, ON (CYQG)	H-10G, L-8J
ATIS 134.5 (1130-0330Z#)	
Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2	
Tower 124.7 (1130-0330Z#) Gnd Con 121.7	
MF 124.7 (0330-1130Z# 6 NM irregular shape to below 3000')	
VFR Advisory Detroit App Con 134.3	
Yarmouth, NS (CYQI)	H-11E, L-32I
Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')	

MEXICO

FACILITY NAME	CHART & PANEL
Abraham Gonzalez Intl (MMCS)	H-4K, L-6F
Juarez App Con 119.9 Juarez Tower 118.9	
Del Norte Intl (MMAN)	H-7B, L-20G
ATIS 127.55 (1300-0300Z#)	
Monterrey App 119.75 120.4 Tower 118.6	
Durango Intl (MMDO)	H-7A
ATIS 132.1	
Tower 118.1 Durango Info 122.3	
General Abelardo L Rodriguez Intl (MMTJ)	H-4H, L-4H
ATIS 127.9	
Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Cinc Del 122.35	
Tijuana Info 132.1	
General Lucio Blanco Intl (MMRX)	H-7B, L-20H
Reynosa App Con 118.8 Reynosa Tower 118.8	
General Mariano Escobedo Intl (MMMY)	H-7B, L-20G
ATIS 127.7	
Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9	
General R Fierro Villalobos Intl (MMCU)	L-6I
ATIS 127.9	
Chihuahua App Con 121.0 Chihuahua Tower 118.4	
General Rodolfo Sanchez Taboada Intl (MMML)	H-4H, L-4J, 5A
ATIS 127.6	
Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3	
General Servando Canales (MMMA)	H-7C, L-21A
Matamoros App Con 118.0 Matamoros Tower 118.0	
Plan De Guadalupe Intl (MMIO)	H-7B
Saltillo App Con 127.4 Saltillo Tower 118.4	
Quetzalcoatl Intl (MMNL)	H-7B, L-20G
Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	
Torreón Intl (MMTC)	H-7A
App Con 119.6 Tower 118.5	

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

GENERAL INFORMATION

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,
 2. Approach lighting systems that do not bear a system identification are indicated with a negative "" beside the name.
- A star (*) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g.,
- To activate lights use frequency indicated in the communication section of the chart with a or the appropriate lighting system identification e.g., UNICOM 122.8

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

FAA procedure amendment number Amdt 11A 99365 Date of latest change
 Orig 00365

The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

MISCELLANEOUS

- * Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.

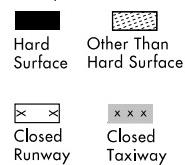
09071

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM

Runways



ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional bi-directional Jet Barrier

ARRESTING SYSTEM



REFERENCE FEATURES

Buildings.....	■
Tanks.....	●
Obstructions.....	▲
Airport Beacon #.....	★
Runway.....	■
Radar Reflectors.....	▼
Control Tower #.....	■
Hot Spot	○

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

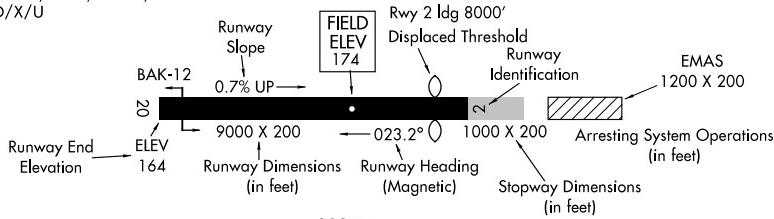
A **D** symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g.,

RWY 14-32 S75, T185, ST175, TT325

PCN 80 F/D/X/U



Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary. A "hot spot" is a runway safety related problem area on a airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HOT¹", "HOT²", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
IOWA		
CEDAR RAPIDS THE EASTERN IOWA (CID)	HOT ¹	Twy A crosses Rwy 13–31. Twy A is used frequently by vehicles and aircraft to transition to and from the west hangar/FBO area.
	HOT ²	Intersection of Rwy 13–31 and Rwy 9–27.
	HOT ³	Twy C becomes Twy A on the north side of the approach end of Rwy 27. Aircraft taxiing from the east hangars to Rwy 9 and Rwy 13 are required to cross Rwy 9–27.
DES MOINES DES MOINES INTS (DSM)	HOT ¹	Westbound tfc on Twy B must remain alert so as to not miss the right turn onto Twy D when taxiing to Rwy 13. Comply with rwy hold signs, sfc painted signs and elevated rwy guard lghts at the intersection of Twy B and Rwy 13–31.
	HOT ²	Use caution and comply with the signs and markings when taxiing near this complex intersection.
	HOT ³	The apch end of Rwy 5 at Twy P has limited visibility from the twr.
	HOT ⁴	Iowa ANG complex is located north of Twy D on the northwest part of the arpt. Vehicle movement in this area is obstructed from the tower's view. Be vigilant for vehicles while taxiing in the area.
FORT DODGE FORT DODGE RGNL (FOD)	HOT ¹	Westbound tfc on Twy B must remain alert at the intersection where Twy B splits with Twy D. Holding position markings for Rwy 6–24 and Rwy 12–30 are immediately after the twy split.
MASON CITY MASON CITY MUNI (MCW)	HOT ¹	Single twy leads to the apch end of Rwy 30 and Rwy 35. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure. Approximately half of Rwy 12 and Rwy 18 are not mutually visible due to rising terrain and trees located between rwys. Use caution when operating on either Rwy 12 or Rwy 18 for crossing traffic. Broadcast your position and intentions on CTAF.
SIOUX CITY SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HOT ¹	Rwy 17–35 and Rwy 13–31 intersect at Twy B. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure.
	HOT ²	Twy A and Twy G are located in the movement area near the approach end of Rwy 31. Do not traverse from Twy A and G visa versa without ATC authorization.

WATERLOO

WATERLOO RGNL (ALO)

HOT¹

The intersection of Twy B and Twy C outbound holding position markings for Rwy 12–30 and Rwy 18–36 are immediately after the split of Twy B and Twy C.

HOT²

Twy A crosses the apch end of Rwy 36 prior to Rwy 6. When departing northbound, cross check compass on rwy to verify use of correct rwy for departure.

HOT³

Use caution exiting the ramp area on Twy B. Twy B intersects Rwy 6–24 immediately after leaving ramp area.

HOT⁴

Use caution when crossing Rwy 12–30 on Twy A inbound and outbound. Twy A is used as a pass through twy to the ANG hangar and Rwy 6–24.

KANSAS

DODGE CITY

DODGE CITY RGNL (DDC)

HOT¹

Ramp is in close proximity to rwys.

GARDEN CITY

GARDEN CITY RGNL (GCK)

HOT¹

Twy C intersects Rwy 12–30 1300 feet from approach end. Back taxi clearance required for full length departure on Rwy 12.

HOT²

Use caution exiting the ramp area on Twy C. Twy C crosses Rwy 17–35 immediately after leaving ramp area. Pilots must use caution when exiting the rwy on Twy C, as the non-movement area boundary is on the twy prior to the ramp.

HOT³

While taxiing southbound on Twy A to Rwy 30, left turn on Twy B required to reach approach end of Rwy 30. If pilot is not extra vigilant, it is easy for an aircraft to miss the turn on Twy B and cross the active rwy.

HUTCHINSON

HUTCHINSON MUNI (HUT)

HOT¹

Twy A and Twy C intersect with multiple rwys.

HOT²

Twy B hold markings for Rwy 4 and Rwy 35 are very close. Use caution to hold short at proper hold marking.

LIBERAL

LIBERAL MID-AMERICA
RGNL (LBL)HOT¹

After leaving main ramp on Twy A northbound, use caution for traffic landing Rwy 22. Rwy 22 Rwy Boundary marking is on Twy A prior to the left turn on Twy B. Twy B is an extension of the Rwy 22 overrun. Rwy 17 Runway Boundary is on Twy A past Twy B. Use caution for close proximity approach ends of Rwy 17 and Rwy 22.

HOT²

Use caution exiting the ramp area on Twy C. Twy C intersects Rwy 17–35 immediately after leaving ramp area. Pilots must use caution when exiting the ramp and the rwy on Twy C, as Twy C is identified with blue reflectors.

MANHATTAN

MANHATTAN RGNL (MHK)

HOT¹

Use caution when taxiing to/from the terminal area via Twy D. Twy D is the primary entrance and exit from the main ramp and is in close proximity to Rwy 3–21.

HOT²

Use caution when taxiing northeast on Twy A to the east ramp. Do not mistake Rwy 13–31 for Twy E.

OLATHE JOHNSON CO EXECUTIVE (OJC)	HOT ¹	Twy C crosses the approach end of Rwy 18.
SALINA SALINA MUNI (SLN)	HOT ²	Aircraft on the east side of the rwy taxiing to Rwy 36 utilizing Twy B, cross Rwy 18–36. Rwy holding position marking is not fully visible until after marking the westbound turn.
TOPEKA FORBES FIELD (FOE)	HOT ¹	Twy E crossing Rwy 17–35 is active with student pilot midfield departures. Note the elevated rwy guard lights located on the east side of Rwy 17–35 at Twy E.
	HOT ²	Traffic landing Rwy 12 use caution when exiting onto Twy B. Hold line for Rwy 17–35 approaches quickly. Note the elevated rwy guard lights located on the west side of Rwy 17–35 on Twy B.
	HOT ¹	Southbound traffic on Twy A must remain alert so as to not miss the right turn on Twy A when taxiing to Rwy 3. Twy D continues to an intersection with Rwy 3. Twy A turns to the southwest.
PHILIP BILLARD MUNI (TOP)	HOT ²	Use caution Twy A becomes Twy E just past access to the approach end of Rwy 3. Twy A turns left, Twy E continues southwest bound to the KS ANG ramp.
WICHITA WICHITA MID-CONTINENT (ICT)	HOT ³	Twy E is not visible from the ATCT. Twy E also accesses KS ANG ramp and is not maintained by the Airport Authority.
	HOT ¹	Twy A and Twy D intersect inside of the Runway Safety Area for Rwy 4–22. Twy A intersects 4–22 at two different locations.
	HOT ²	Twy R exits Air Carrier Gates & Ramps. Aircraft may enter Twy R from different directions at different angles.
	HOT ³	Twy B crosses or intersects all rwys. Intersection with Rwy 14–32 can be confusing.
	HOT ²	Twy K and Twy C complex on west side of the Air Carrier Ramp leads to Twy K1 intersection with Rwy 14–32 which is a common intersection departure point.
MISSOURI		
BRANSON BRANSON (BBG)	HOT ¹	Westbound traffic on Twy C must remain alert so as to not mistake Rwy 14–32 for a parallel twy. First left turn out of ramp area is Rwy 14–32.
	HOT ²	Use caution for aircraft utilizing Twy E and Twy F as a turn around after landing on Rwy 14 or taxiing to hold while waiting to depart Rwy 32. Back taxi required on Rwy 14–32 for full length departure on Rwy 32 and frequently utilized by aircraft landing Rwy 14.

COLUMBIA COLUMBIA RGNL (COU)	HOT ¹	Use caution approaching the intersection of Twy A and Twy B due to the close proximity of rwy holding position markings for Rwy 2–20 and Rwy 13–31.
	HOT ²	Aircraft departing Rwy 20. Taxiing on Rwy 13–31 may be authorized to reach the approach end of Rwy 20. Use caution not to confuse rwy holding position marking for Rwy 13 with the marking for Rwy 20.
	HOT ³	Acf departing Rwy 20. Runway holding position line for Rwy 20 is on Rwy 13–31.
JEFFERSON CITY JEFFERSON CITY MEMORIAL (JEF)	HOT ¹	Complex intersection of twys and rwys. Rwy 12–30 intersects with Twy B and Rwy 9–27. Aircraft eastbound on Twy B from Rwy 12–30, holding position markings are for Rwy 12–30.
	HOT ²	Aircraft taxiing on Twy B to Rwy 27, be prepared for the holding position markings just out of the turn.
KANSAS CITY CHARLES B. WHEELER DOWNTOWN (MKC)	HOT ¹	On Twy G, holding position markings for Rwy 3–21 are unusual due to the angle that Rwy G intersects with Rwy 3–21.
	HOT ²	Twy D intersects with Rwy 3–21 and Rwy 1–19. Holding position markings for Rwy 3–21 and Rwy 1–19 are within the runway safety area for each other. Twy D is also utilized by aircraft and vehicles to transition from the east ramps to the west ramps. Aircraft/vehicles often mistake the second hold short markings when exiting Rwy 1–19 at Twy D as the hold short markings for Rwy 3–21.
	HOT ³	Twy F, Twy D, Twy L transition when aircraft are taxiing northbound. Aircraft have the tendency to miss the left turn onto Twy L to continue across Rwy 1–19. Utilize extreme caution at night and in low visibility conditions.
KANSAS CITY KANSAS CITY INTL (MCI)	HOT ¹	Busy vehicle svc road crosses Twy G east of Twy B. Non-movement area begins just west of svc road.
	HOT ²	Twy E and Twy F intersection with Rwy 9–27. Immediately after crossing Twy C, both Twy E and Twy F cross Rwy 9–27.
	HOT ³	Twy C and Twy D intersection with Rwy 1R–19L. Immediately after crossing Twy E, both Twy C and Twy D cross Rwy 1R–19L.
	HOT ⁴	The intersection of Twy B–2 and Ottawa Ave. (vehicle svc road). Twy B–2 is the only entrance to the general aviation ramp. This svc road is a high traffic vehicle route for airlines and cargo carriers.
KIRKSVILLE KIRKSVILLE RGNL (IRK)	HOT ¹	Turf Rwy 9–27 taxi route enters Rwy 18–36 approximately 1000 feet south of the approach end of Rwy 18 between Twy A and Twy B.

AIRPORT DIAGRAMS

ST. JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HOT ¹	Use caution exiting the ramp area on Twy B. Twy B crosses Rwy 17–35 immediately after leaving ramp area.
	HOT ²	Apch ends of Rwy 35 and Rwy 31 are both accessed via Twy A. When departing northbound, cross check compass on runway to verify use of correct runway for departure.
	HOT ³	Twy B intersects Rwy 13 approximately 2000 feet from apch end. Back taxi clearance required for full length departure on Rwy 13.
ST. LOUIS LAMBERT-ST. LOUIS INTL. (STL)	HOT ¹	Use caution when approaching the intersection of Twy D and Twy L be careful not to cross the hold marking for Rwy 12R–30L without ATC authorization.
	HOT ²	Aircraft approaching Rwy 29 on Twy T, do not turn left on Twy A. Taxi straight ahead to Rwy 29.
	HOT ³	Aircraft northwest on Twy F from the FBO or cargo ramp to Rwy 12L use diligence to not miss the left turn onto Twy S. If the left turn at Twy S is missed, do not cross the hold marking for Rwy 6–24 without ATC authorization.
ST. LOUIS SPIRIT OF ST. LOUIS (SUS)	HOT ¹	Northwest bound t/c on Twy B use caution entering complex intersection with Twy Z, Twy D, and Twy C. The close proximity of Twy C and Twy D, immediately after the turn onto Twy Z can be confusing.
	HOT ²	On Twy B west of the blue port-a-ports, twr can not maintain visual contact with vehicles and small acft.
	HOT ³	On Twy B northwest of Twy A, twr can not maintain visual contact with vehicles and acft.
NEBRASKA		
OMAHA EPPELEY AIRFIELD (OMA)	HOT ¹	A complex intersection of Twy S, Twy F, and Twy B is located between Rwy 14R–32L and the intersection of Rwy 14L–32R and Rwy 18–36.
	HOT ²	Intersection of Twy F and Rwy 14R–32L is in close proximity to the ramp at Twy C.
	HOT ³	Intersection of Twy A and Rwy 18–36 is in close proximity to the ramp at Twy C.

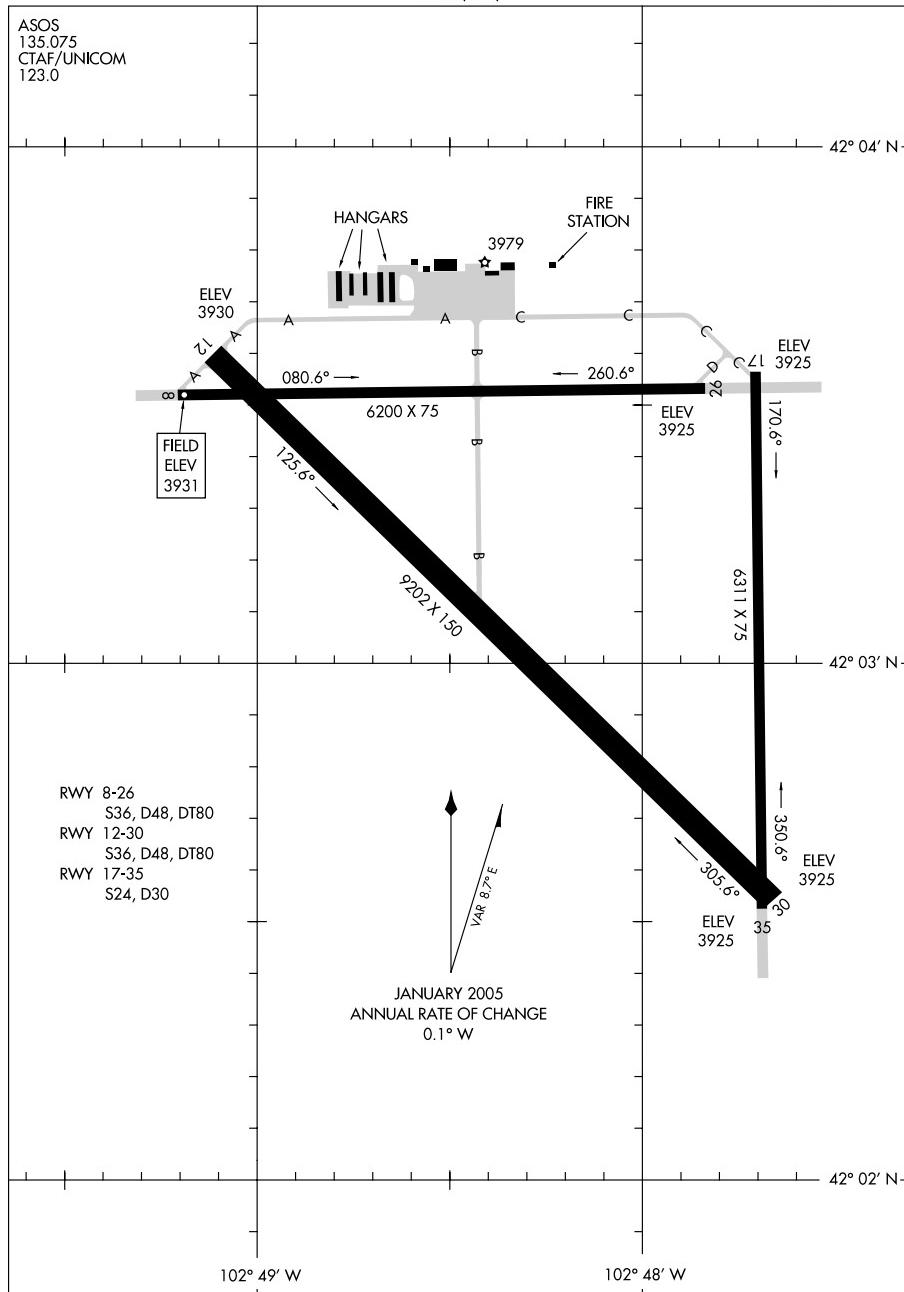
09183

AIRPORT DIAGRAM

AL-16 (FAA)

ALLIANCE MUNI (AIA)
ALLIANCE, NEBRASKA

ASOS
135.075
CTAF/UNICOM
123.0



AIRPORT DIAGRAM

09183

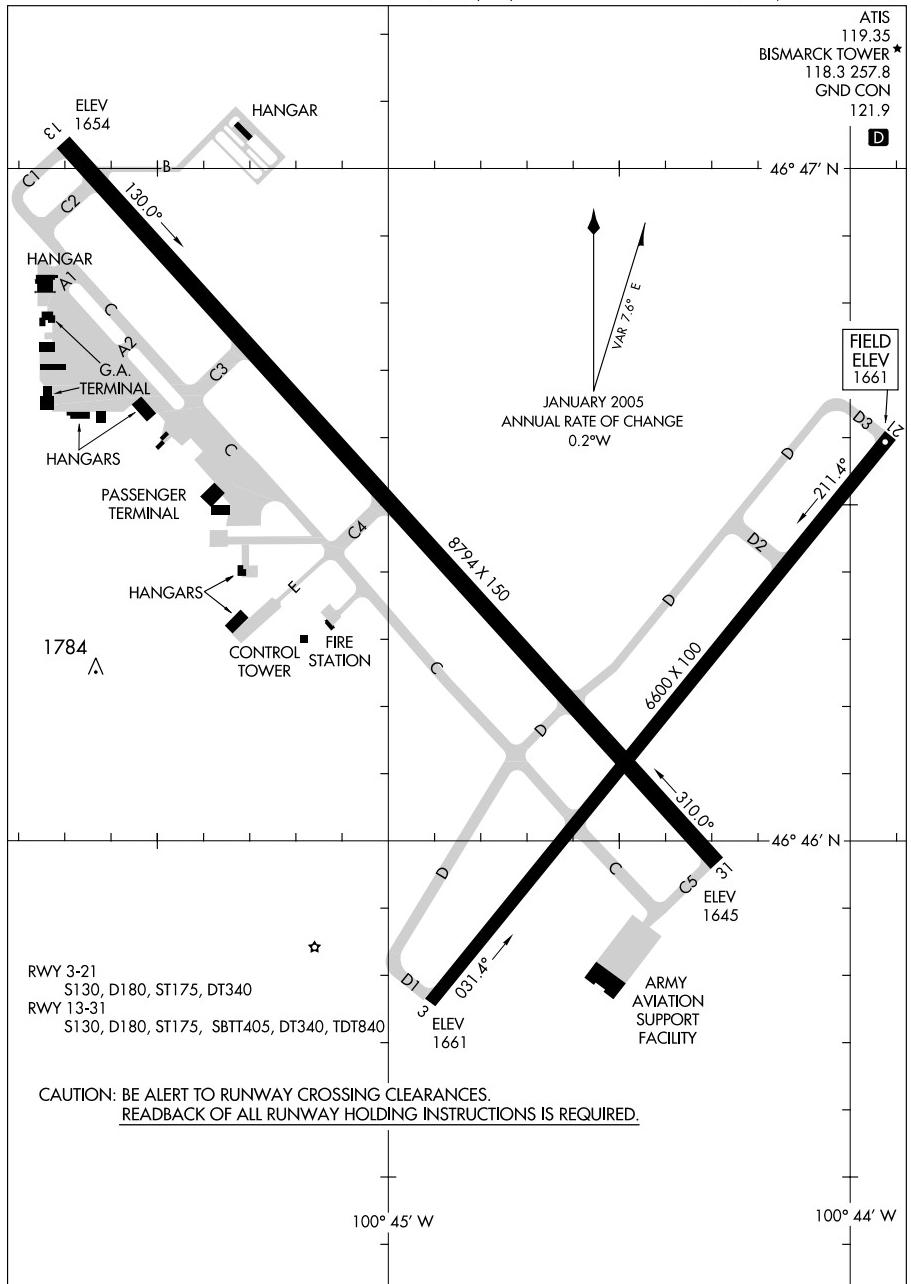
ALLIANCE, NEBRASKA
ALLIANCE MUNI (ATA)

09351

AIRPORT DIAGRAM

AL-51 (FAA)

BISMARCK MUNI (BIS)
BISMARCK, NORTH DAKOTA



AIRPORT DIAGRAM

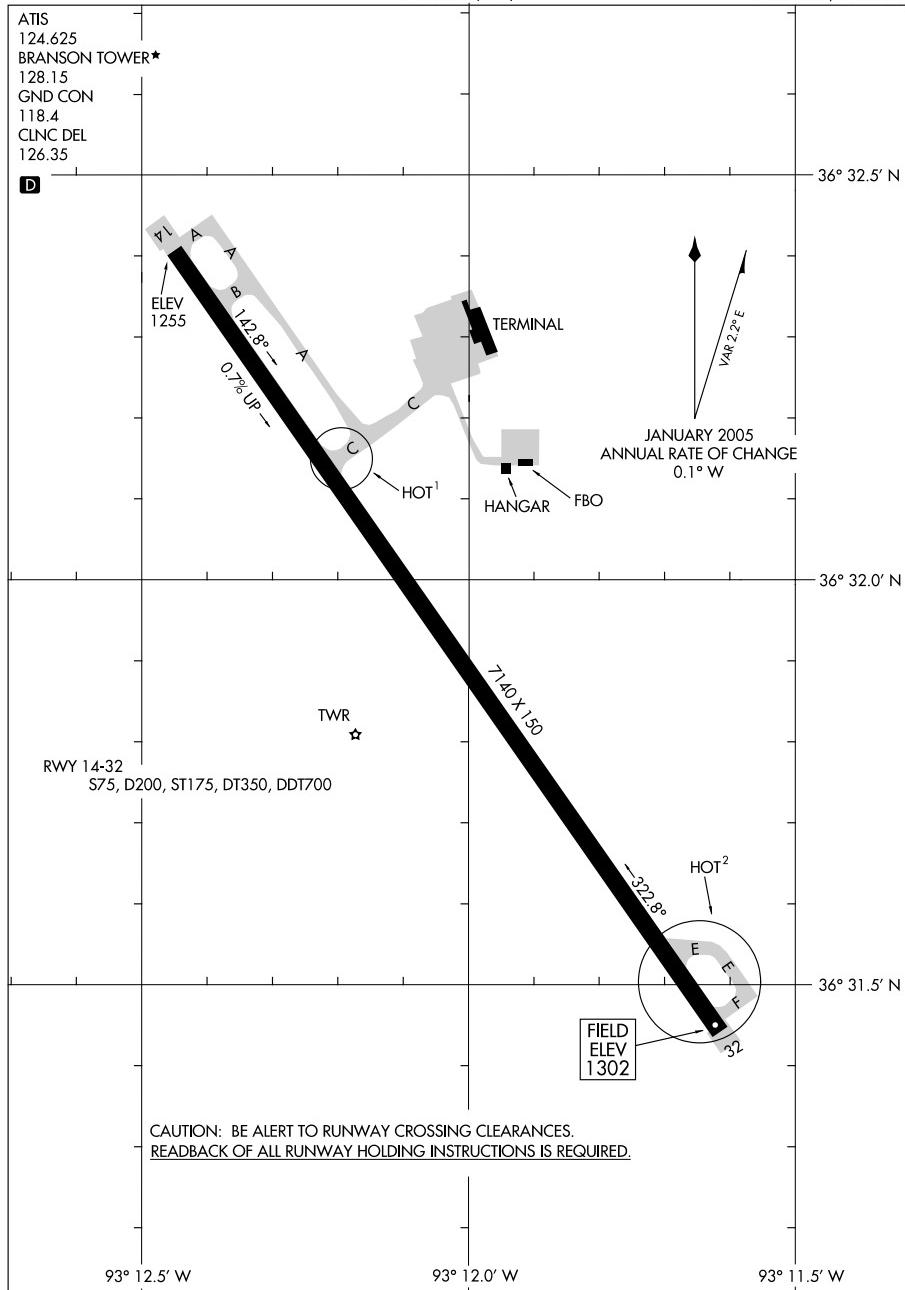
09351

BISMARCK, NORTH DAKOTA
BISMARCK MUNI (BIS)

09295

AIRPORT DIAGRAM

AL-10372 (FAA)

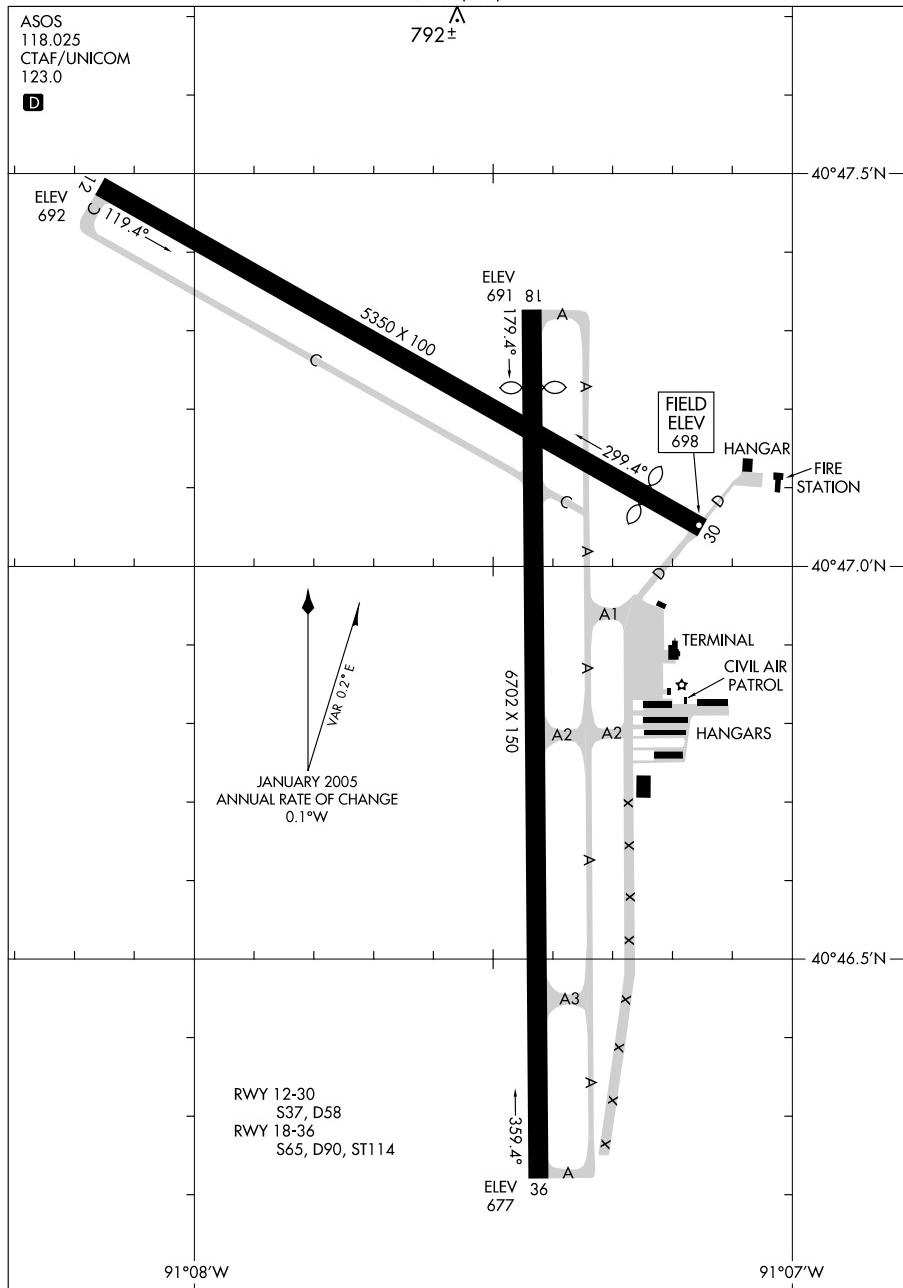
BRANSON (BBG)
BRANSON, MISSOURIAIRPORT DIAGRAM
09295BRANSON, MISSOURI
BRANSON (BBG)

09071

AIRPORT DIAGRAM

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)
AL-69 (FAA)

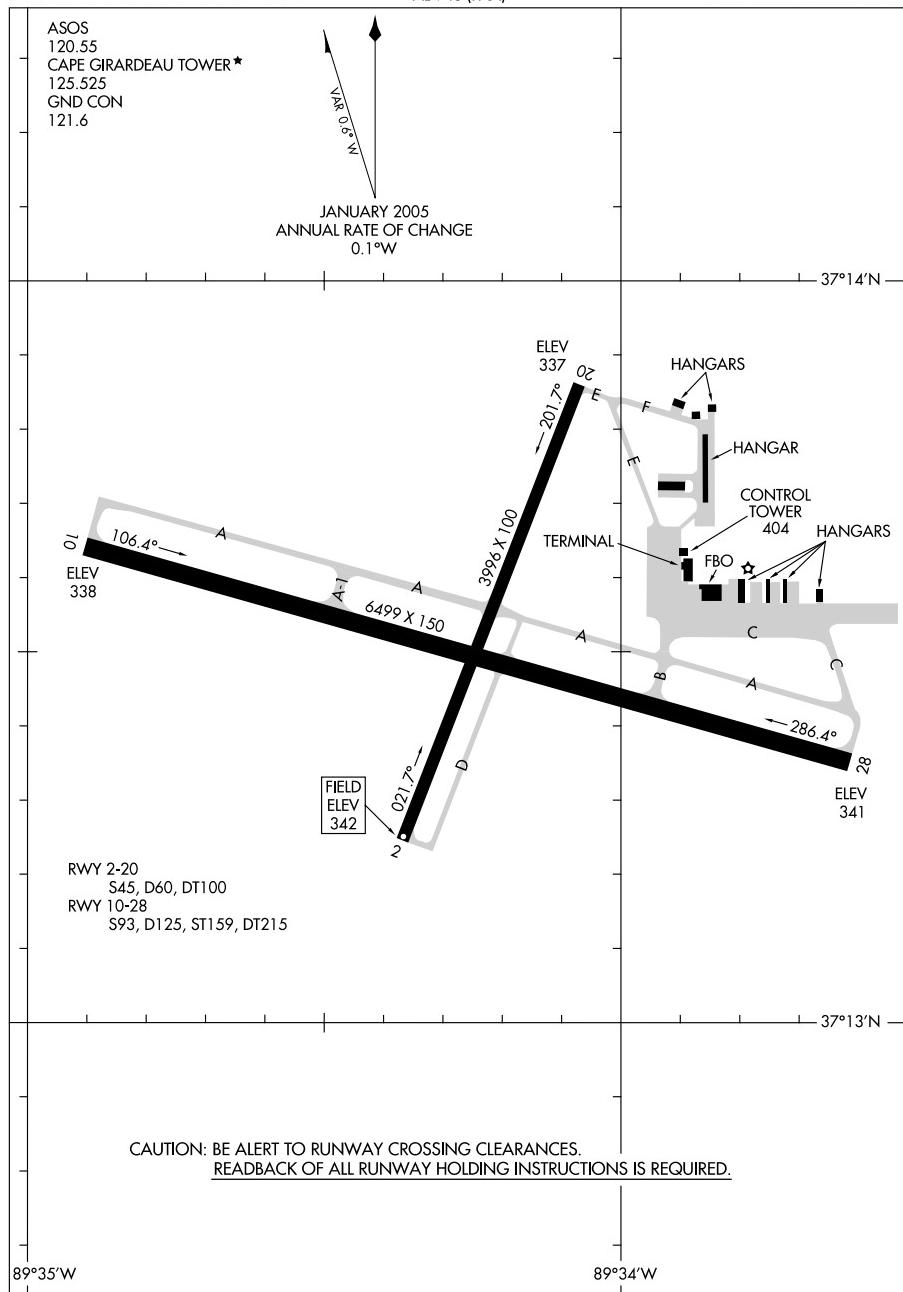
BURLINGTON, IOWA



09295

AIRPORT DIAGRAM

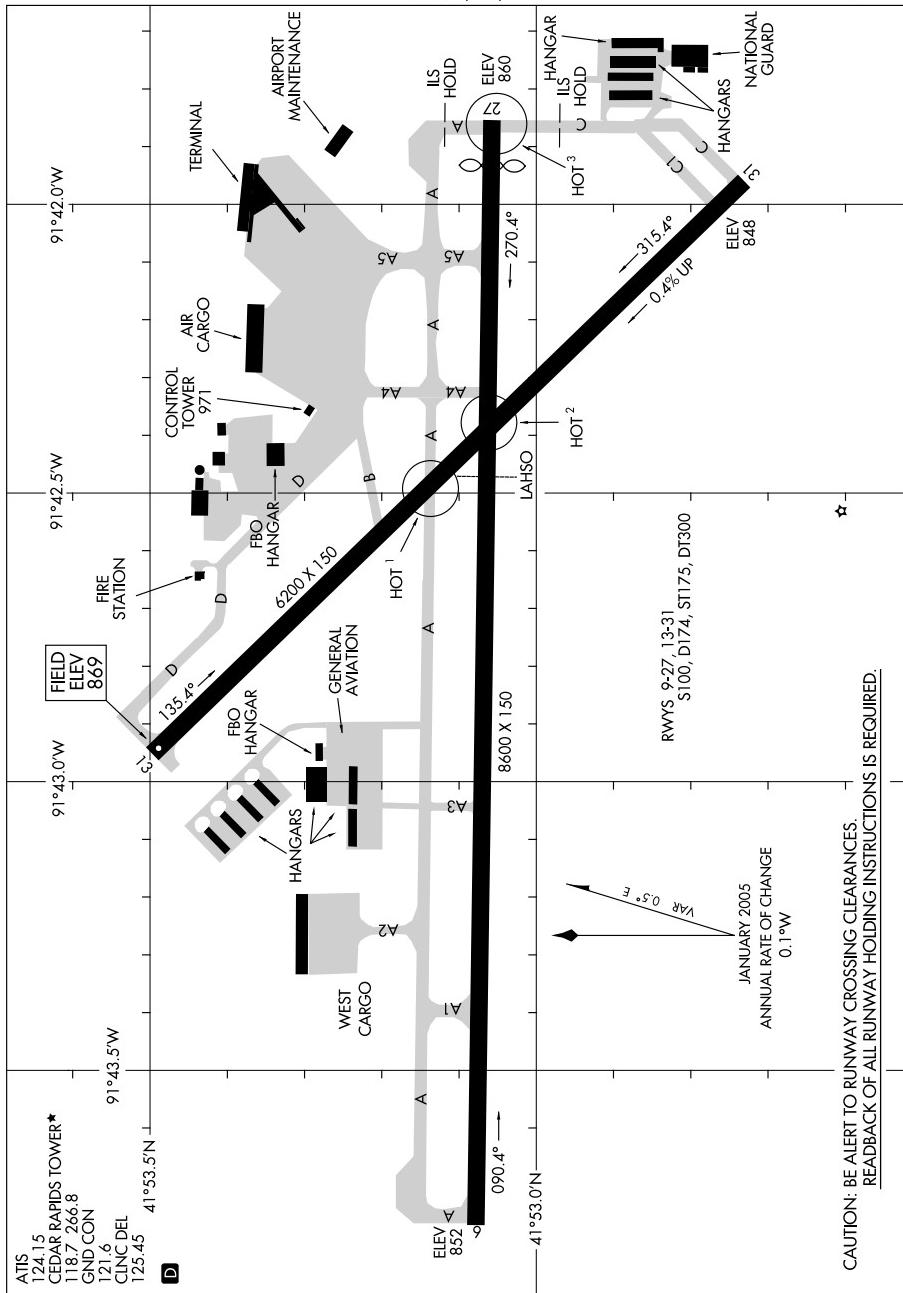
AL-943 (FAA)

CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURIAIRPORT DIAGRAM
09295CAPE GIRARDEAU, MISSOURI
CAPE GIRARDEAU RGNL (CGI)

09239

AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS/THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA

AIRPORT DIAGRAM

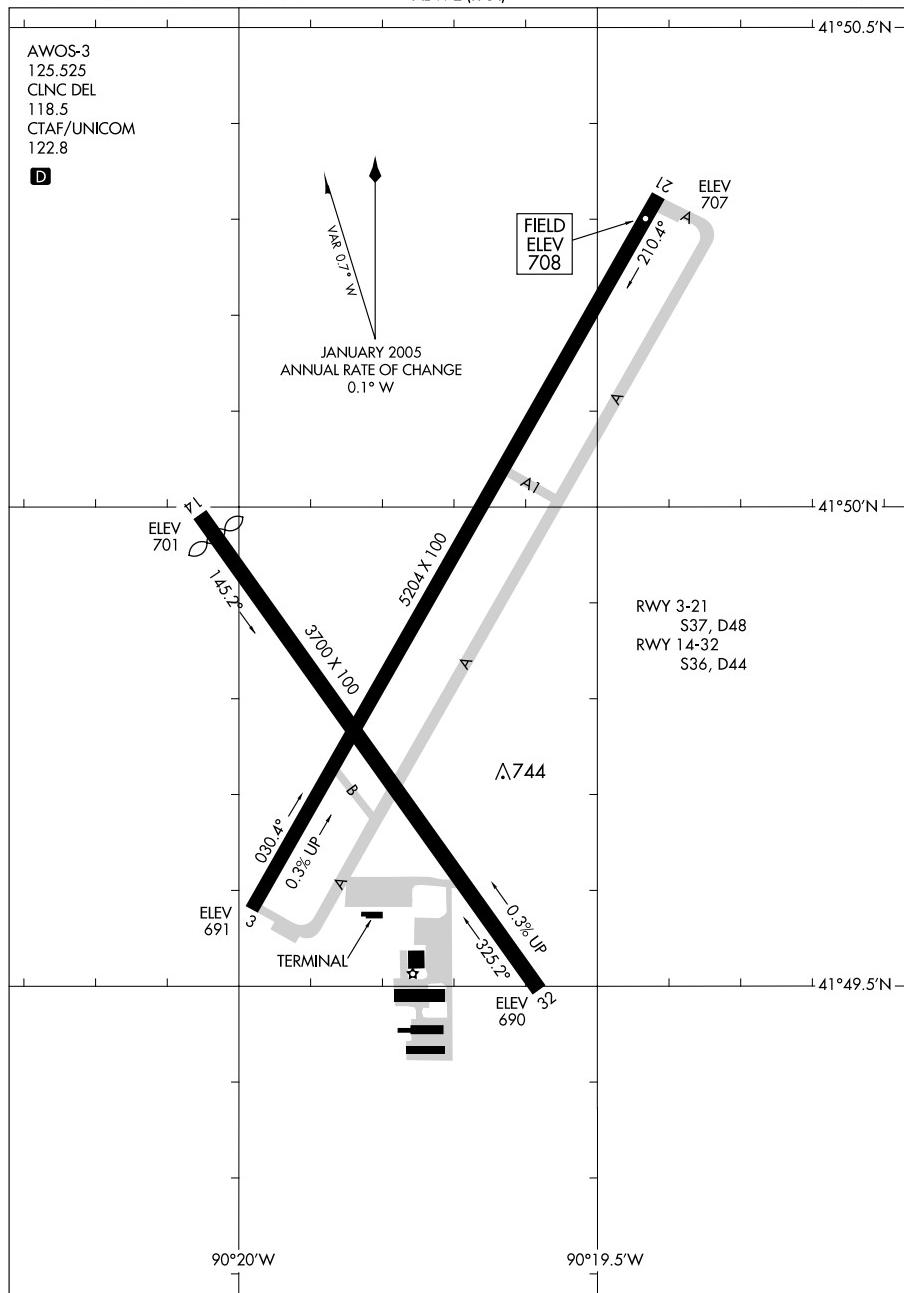
09239

CEDAR RAPIDS, IOWA
CEDAR RAPIDS/THE EASTERN IOWA (CID)

09071

AIRPORT DIAGRAM

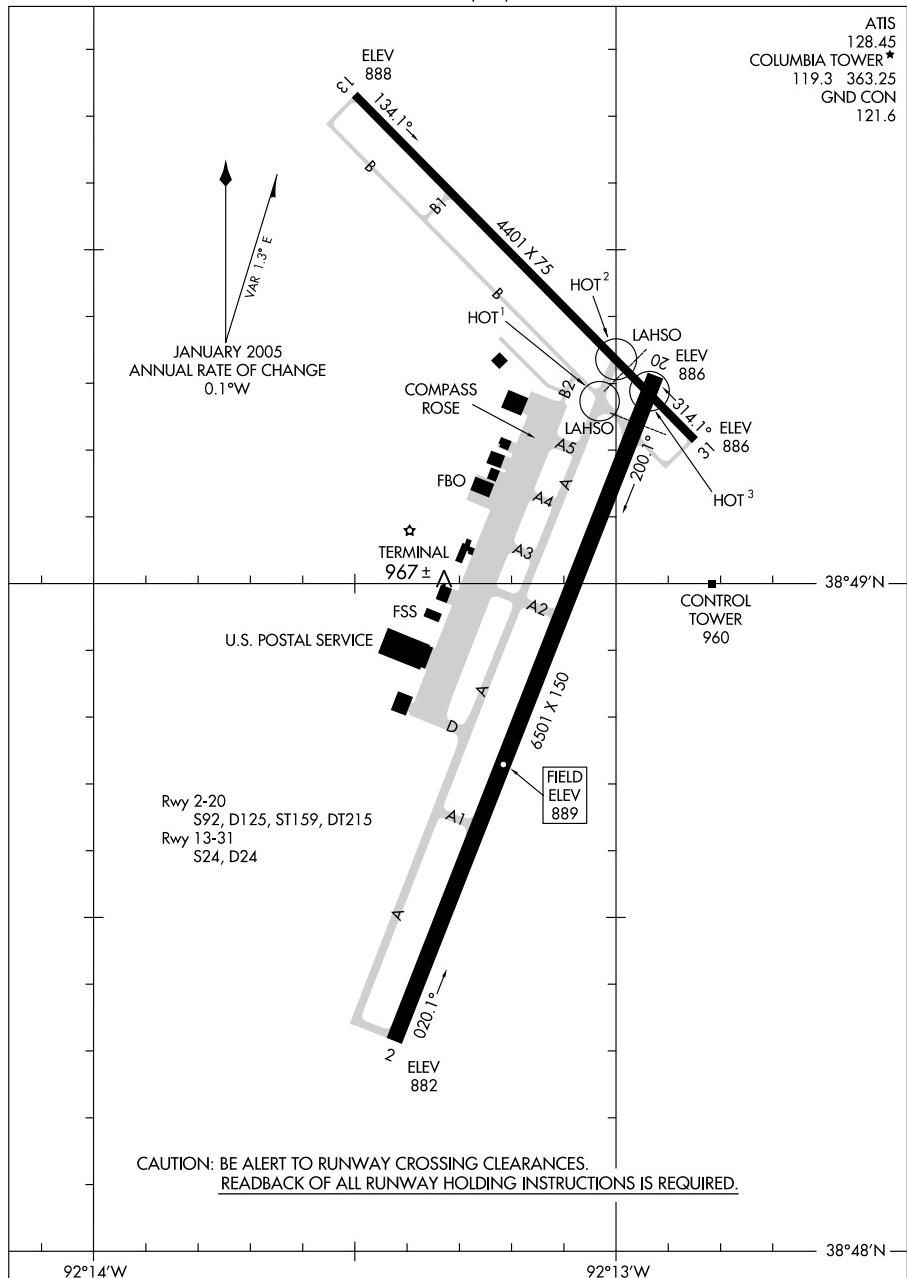
AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWAAIRPORT DIAGRAM
09071CLINTON, IOWA
CLINTON MUNI (CWI)

09351

AIRPORT DIAGRAM

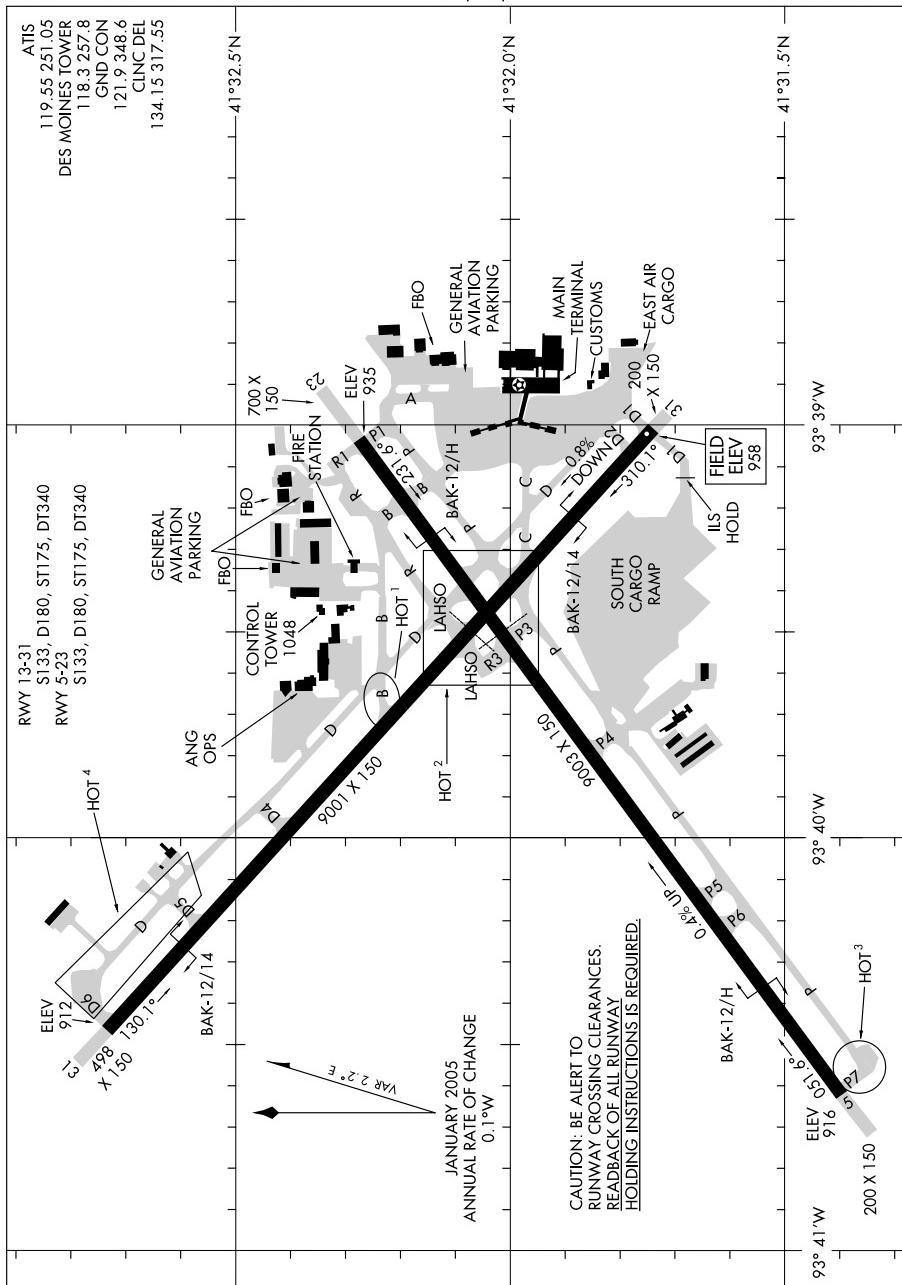
AL-5595 (FAA)

COLUMBIA RGNL (COU)
COLUMBIA, MISSOURIAIRPORT DIAGRAM
09351COLUMBIA, MISSOURI
COLUMBIA RGNL (COU)

09295

AIRPORT DIAGRAM

AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA

AIRPORT DIAGRAM

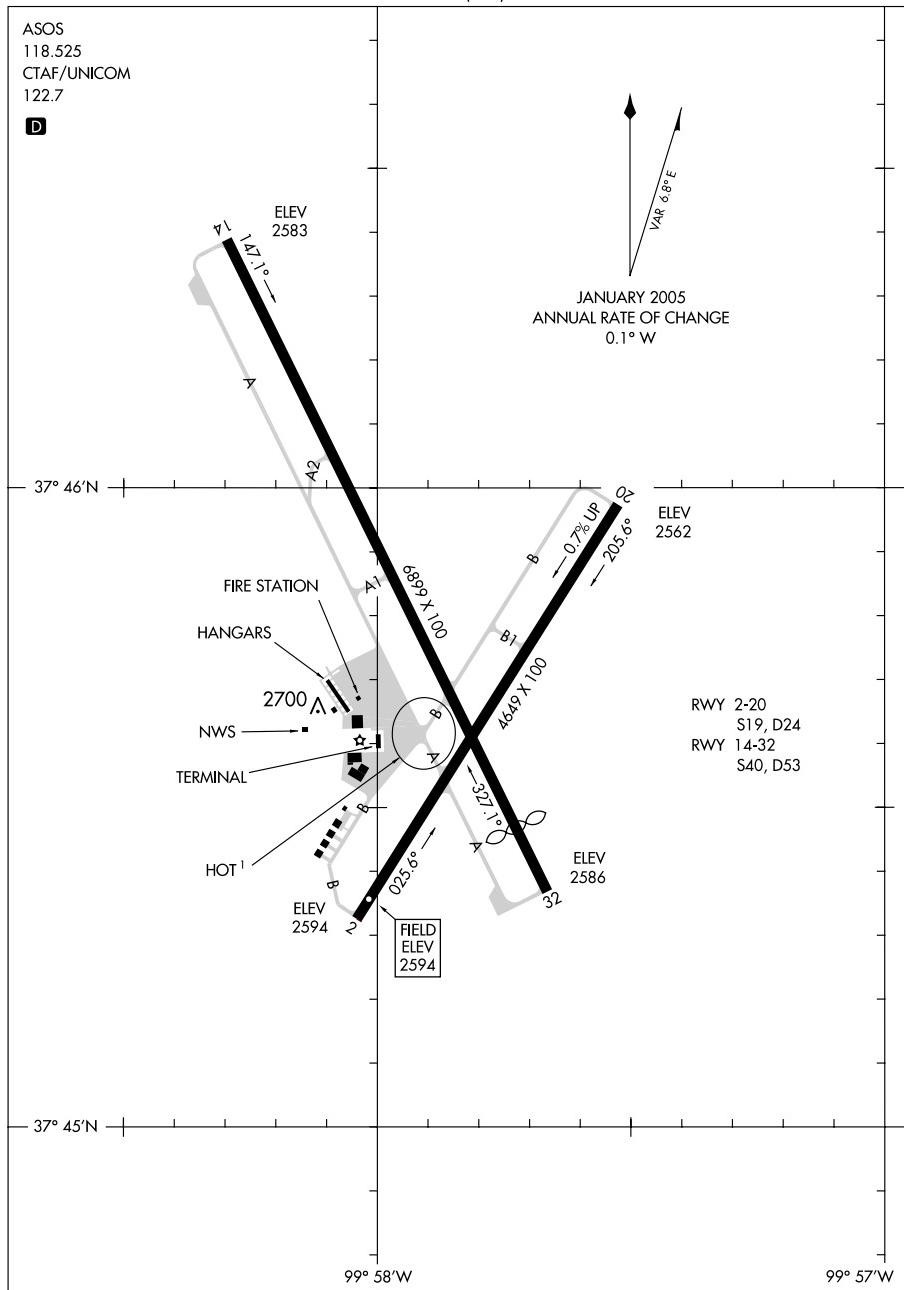
09295

DES MOINES, IOWA
DES MOINES INTL (DSM)

09295

AIRPORT DIAGRAM

AI-676 (FAA)

DODGE CITY RGNL (DDC)
DODGE CITY, KANSASAIRPORT DIAGRAM
09295DODGE CITY, KANSAS
DODGE CITY RGNL (DDC)

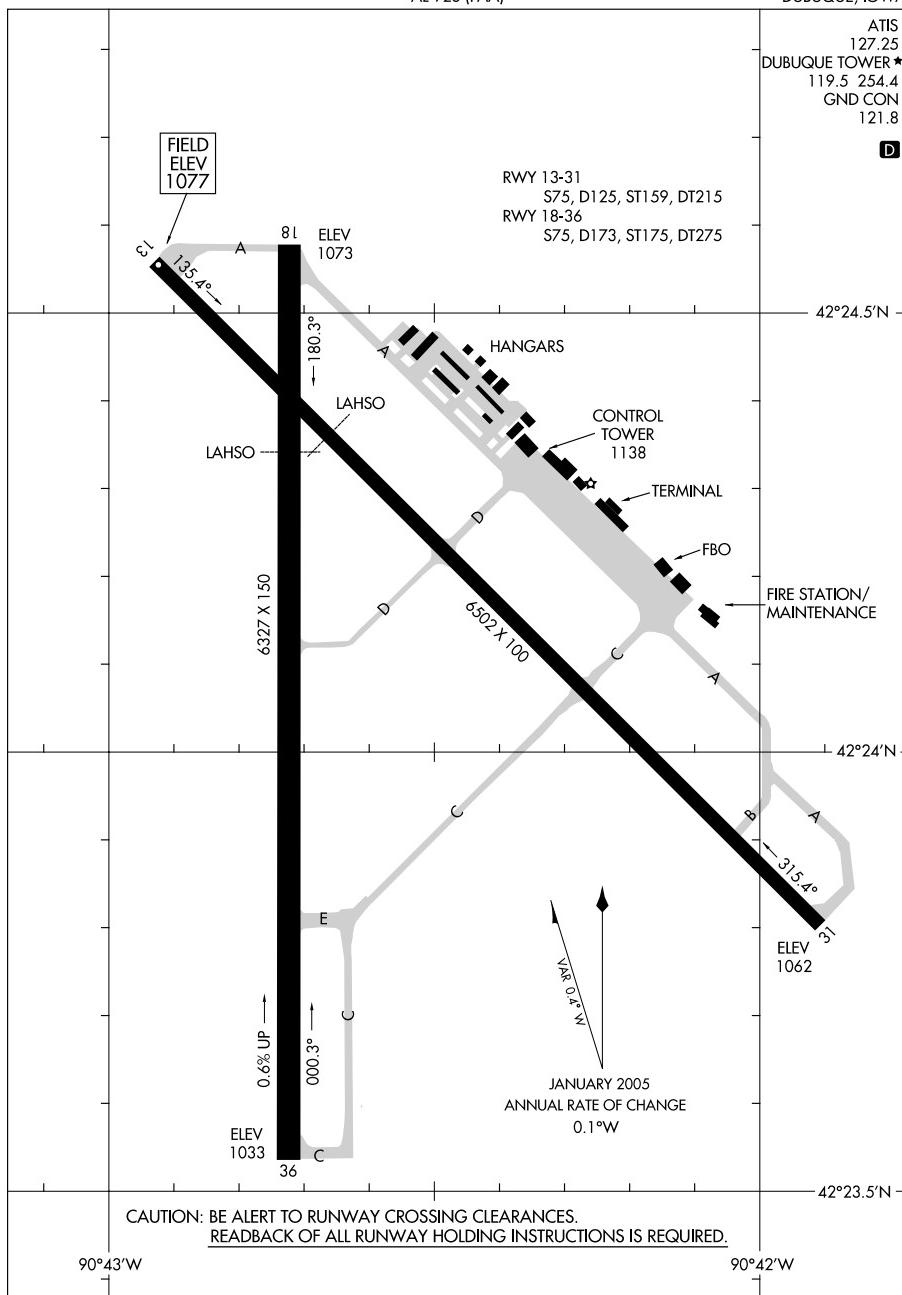
09071

AIRPORT DIAGRAM

AI-923 (FAA)

DUBUQUE RGNL (DBQ)

DUBUQUE, IOWA



AIRPORT DIAGRAM

09071

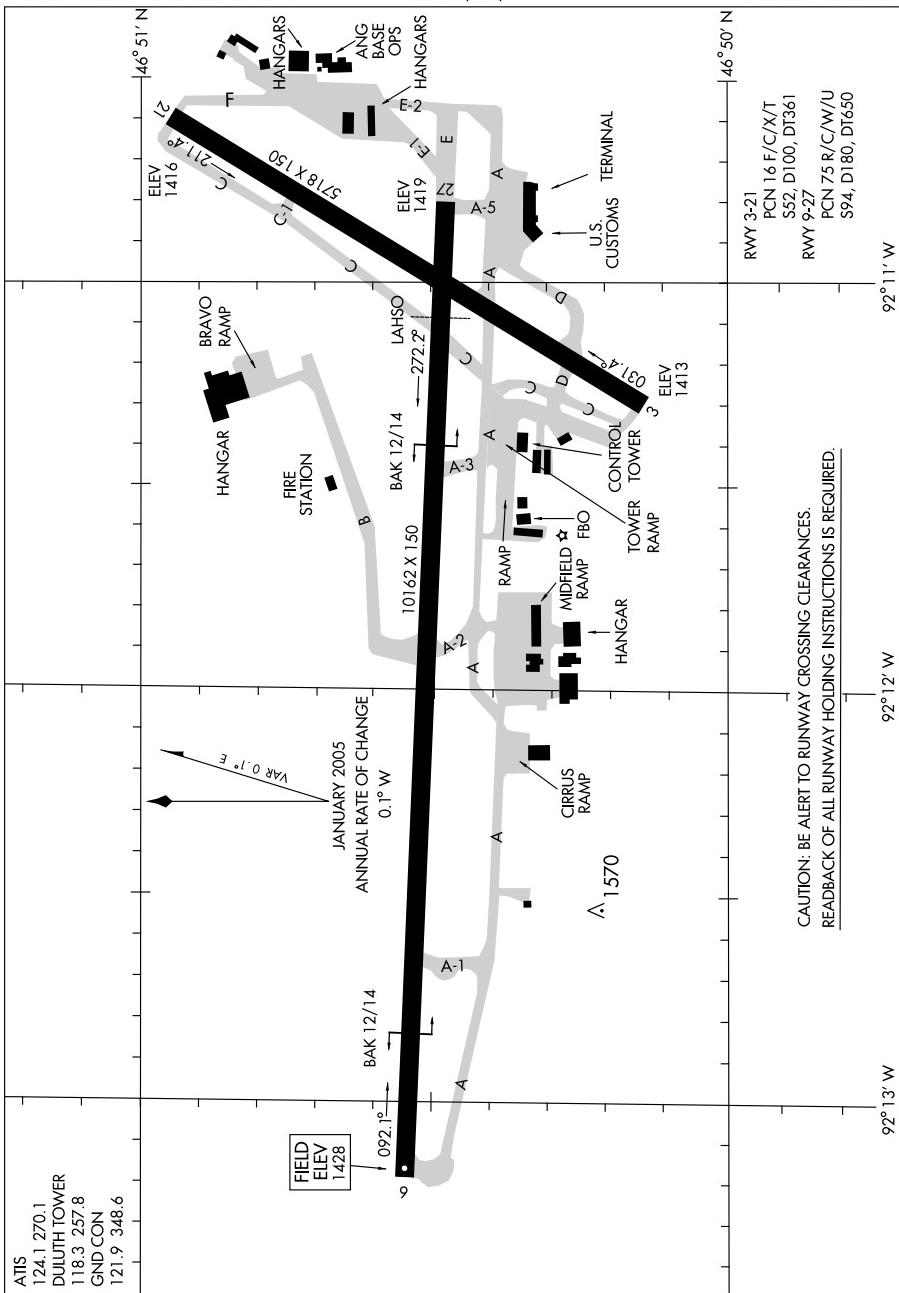
DUBUQUE, IOWA
DUBUQUE RGNL (DBQ)

09071

AIRPORT DIAGRAM

AL-125 (FAA)

DULUTH INTL (DLH)
DULUTH, MINNESOTA



AIRPORT DIAGRAM

09071

DULUTH, MINNESOTA
DULUTH INTL (DLH)

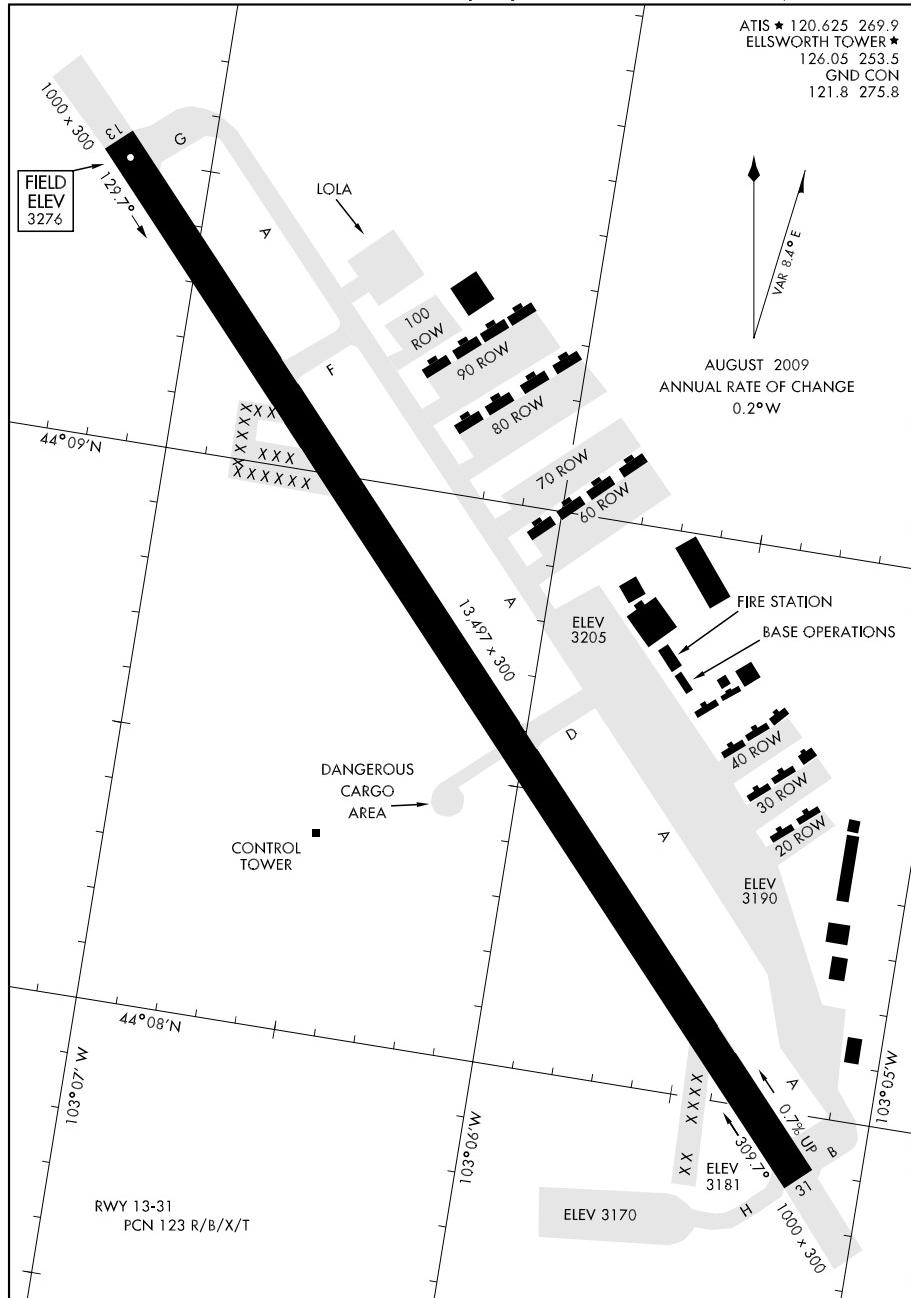
09239

AIRPORT DIAGRAM

AFD-343 [USAF]

ELLSWORTH AFB (KRCA)

RAPID CITY, SOUTH DAKOTA

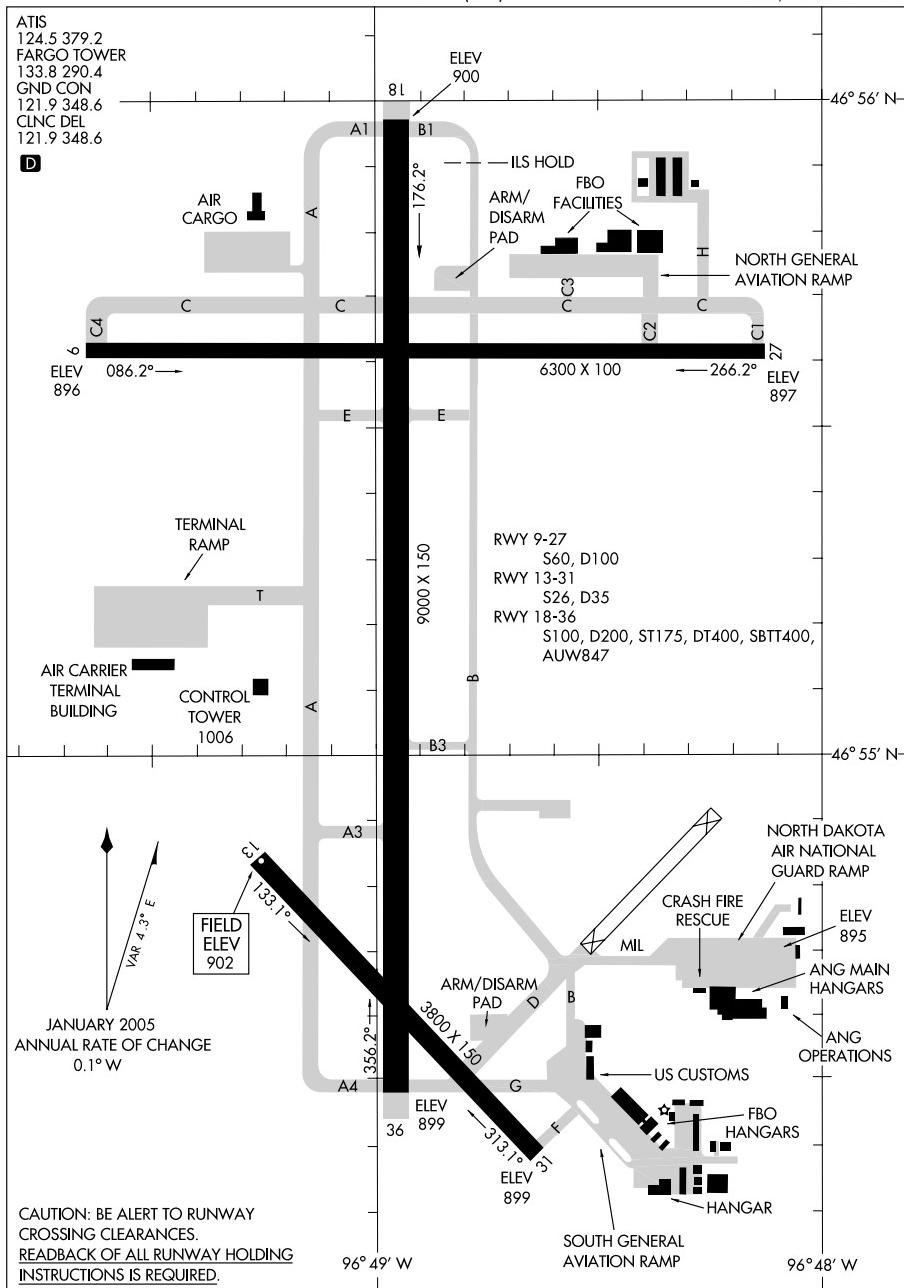


AIRPORT DIAGRAM

RAPID CITY, SOUTH DAKOTA
ELLSWORTH AFB (KRCA)

09295

AIRPORT DIAGRAM

FARGO/HECTOR INTL(FAR)
FARGO, NORTH DAKOTA

AIRPORT DIAGRAM

09295

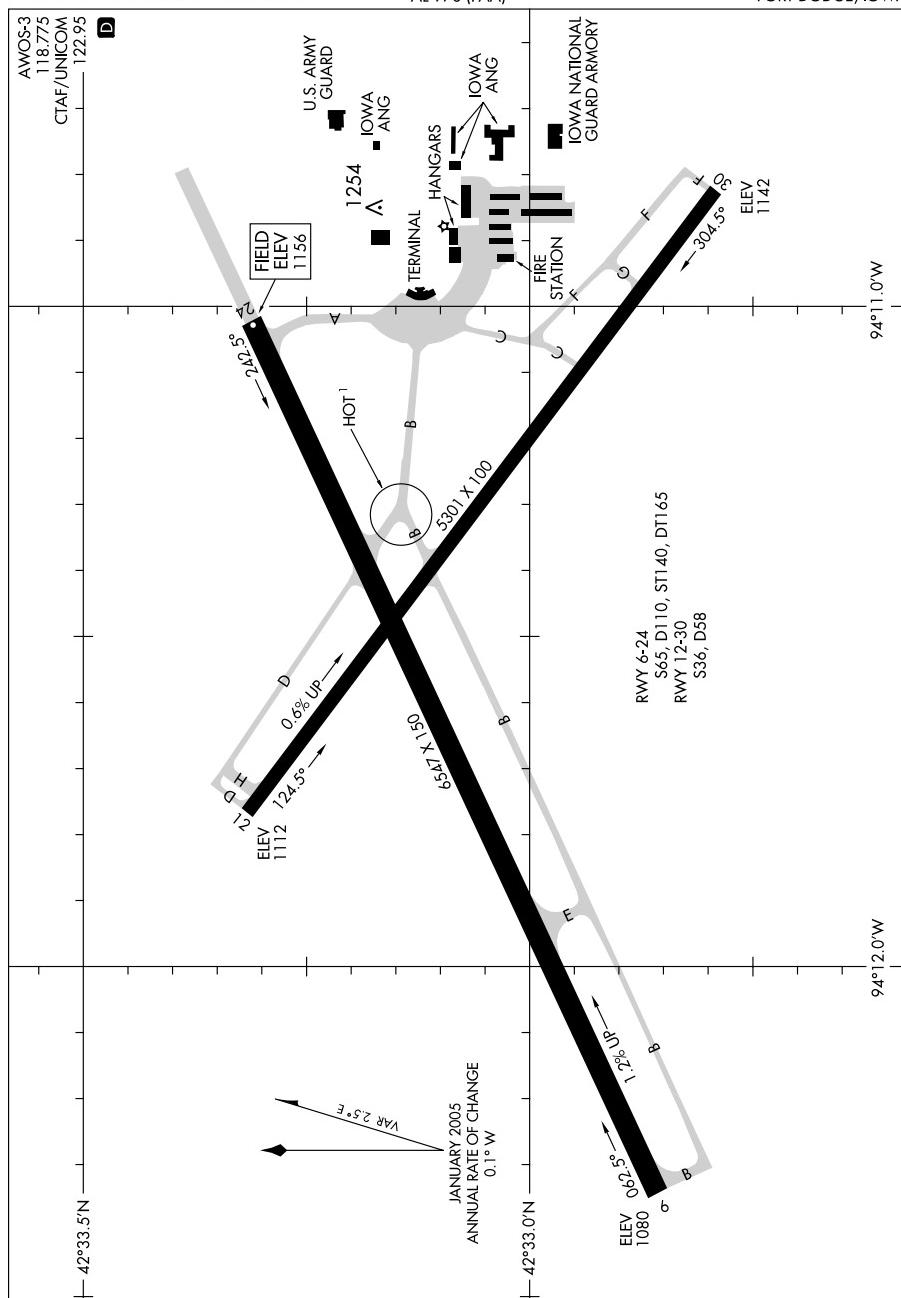
09295

AIRPORT DIAGRAM

AL-976 (FAA)

FORT DODGE RGNL (FOD)

FORT DODGE, IOWA



AIRPORT DIAGRAM
09295

FORT DODGE, IOWA
FORT DODGE RGNL (FOD)

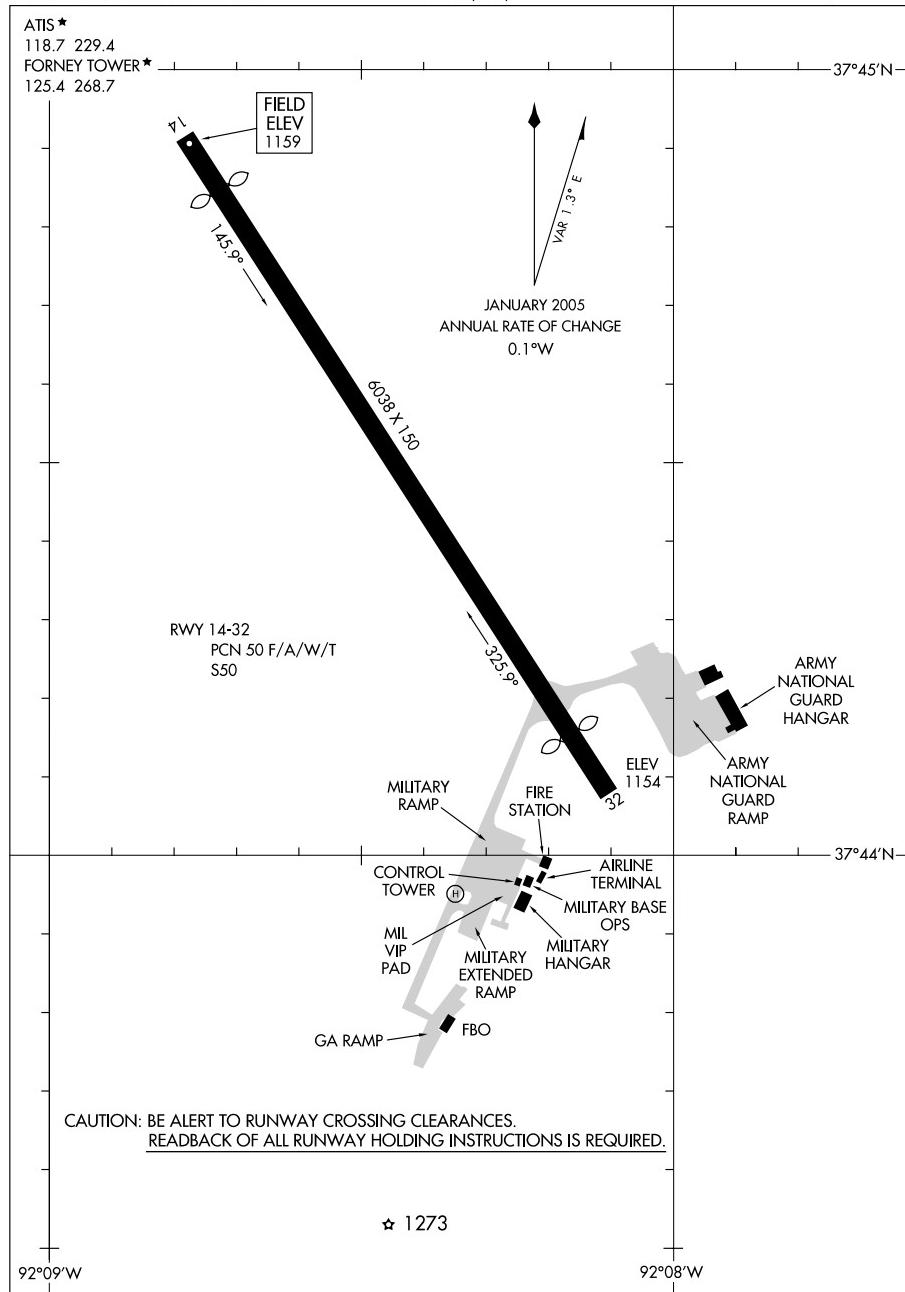
09183

FT. LEONARD WOOD/WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

AIRPORT DIAGRAM

AL-5093 (FAA)

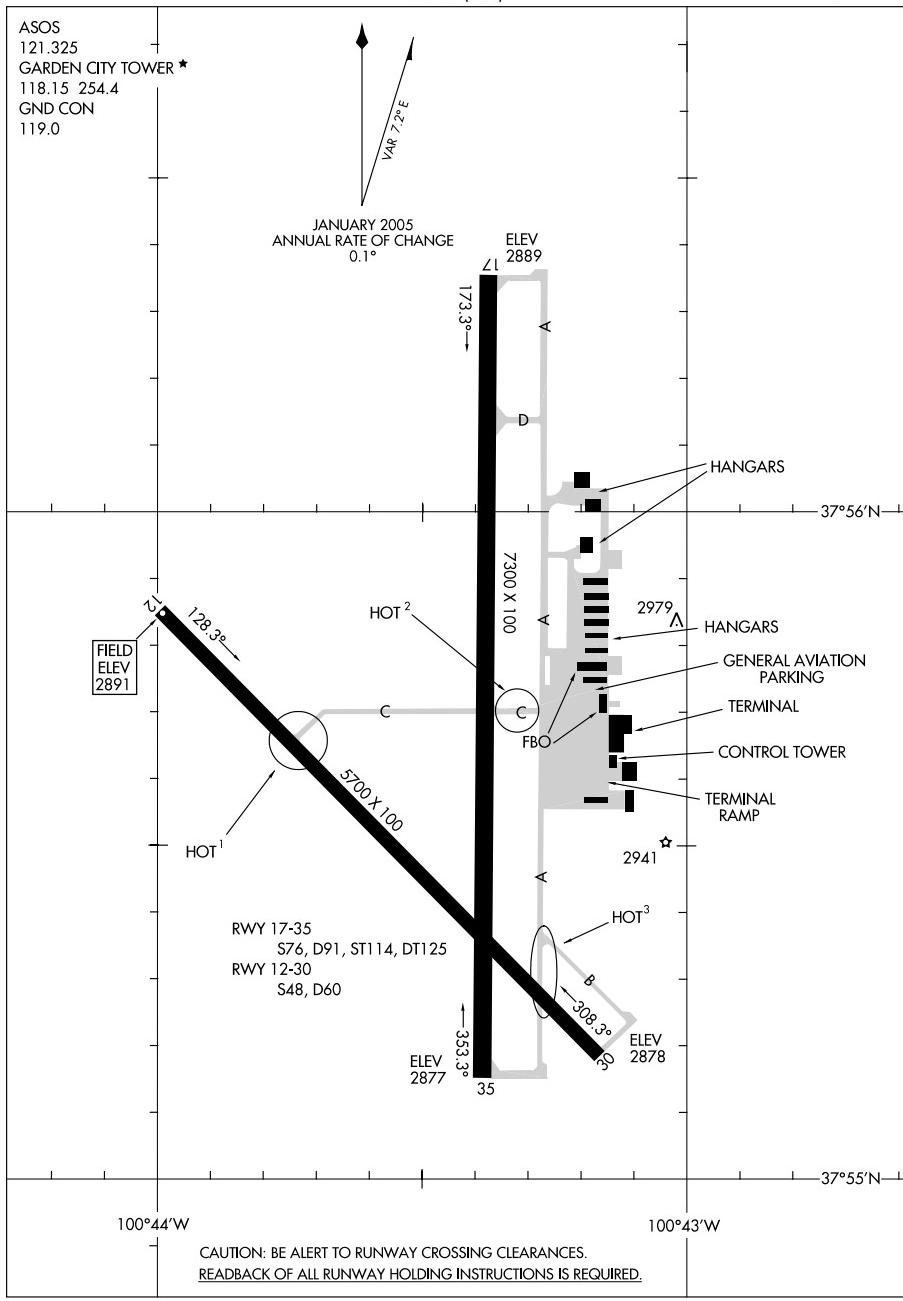
FT. LEONARD WOOD, MISSOURI



09295

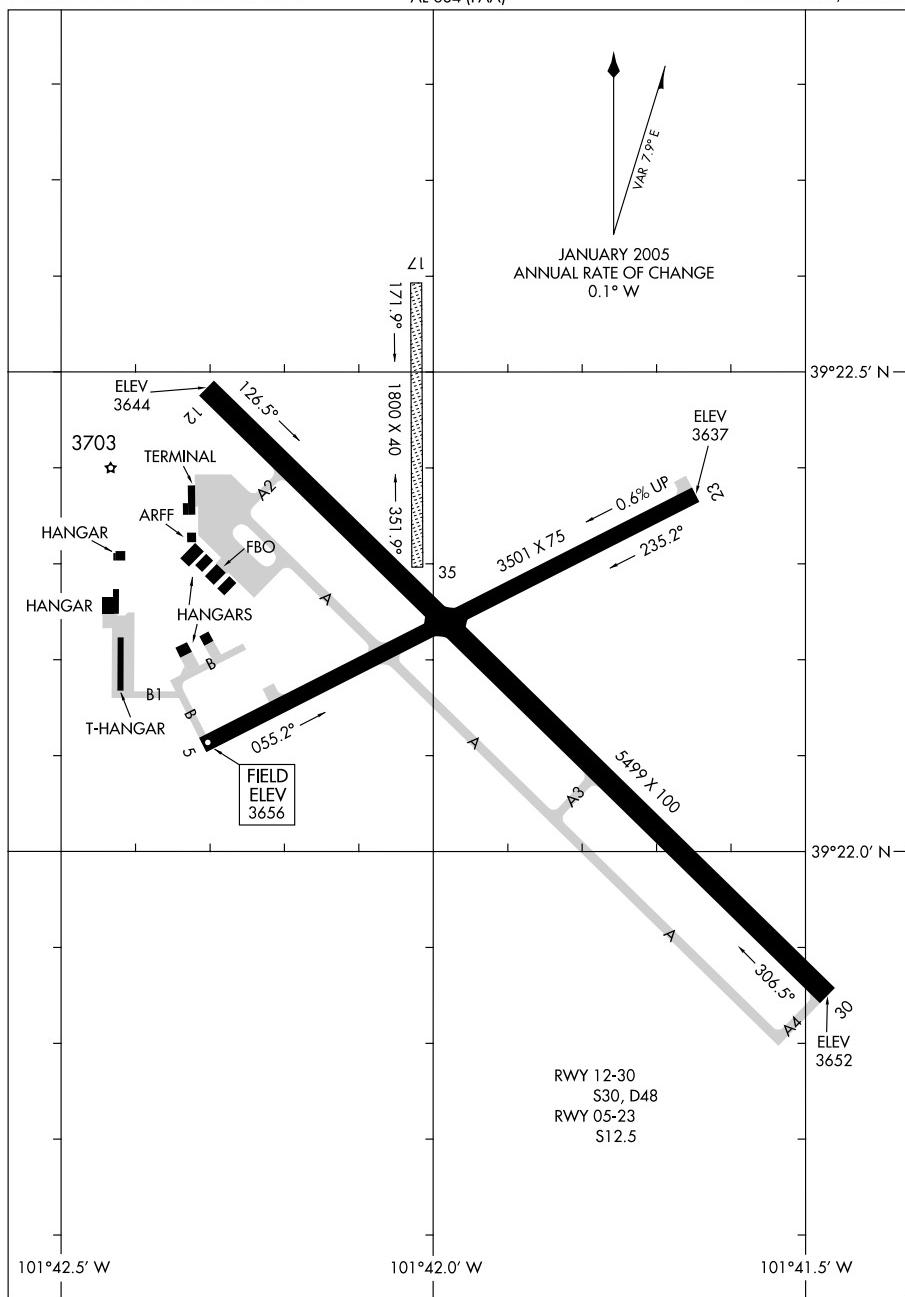
AIRPORT DIAGRAM

AI-491 (FAA)

GARDEN CITY RGNL (GCK)
GARDEN CITY, KANSASAIRPORT DIAGRAM
09295GARDEN CITY, KANSAS
GARDEN CITY RGNL (GCK)

06271

AIRPORT DIAGRAM

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)
AL-684 (FAA)AIRPORT DIAGRAM
06271GOODLAND, KANSAS
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

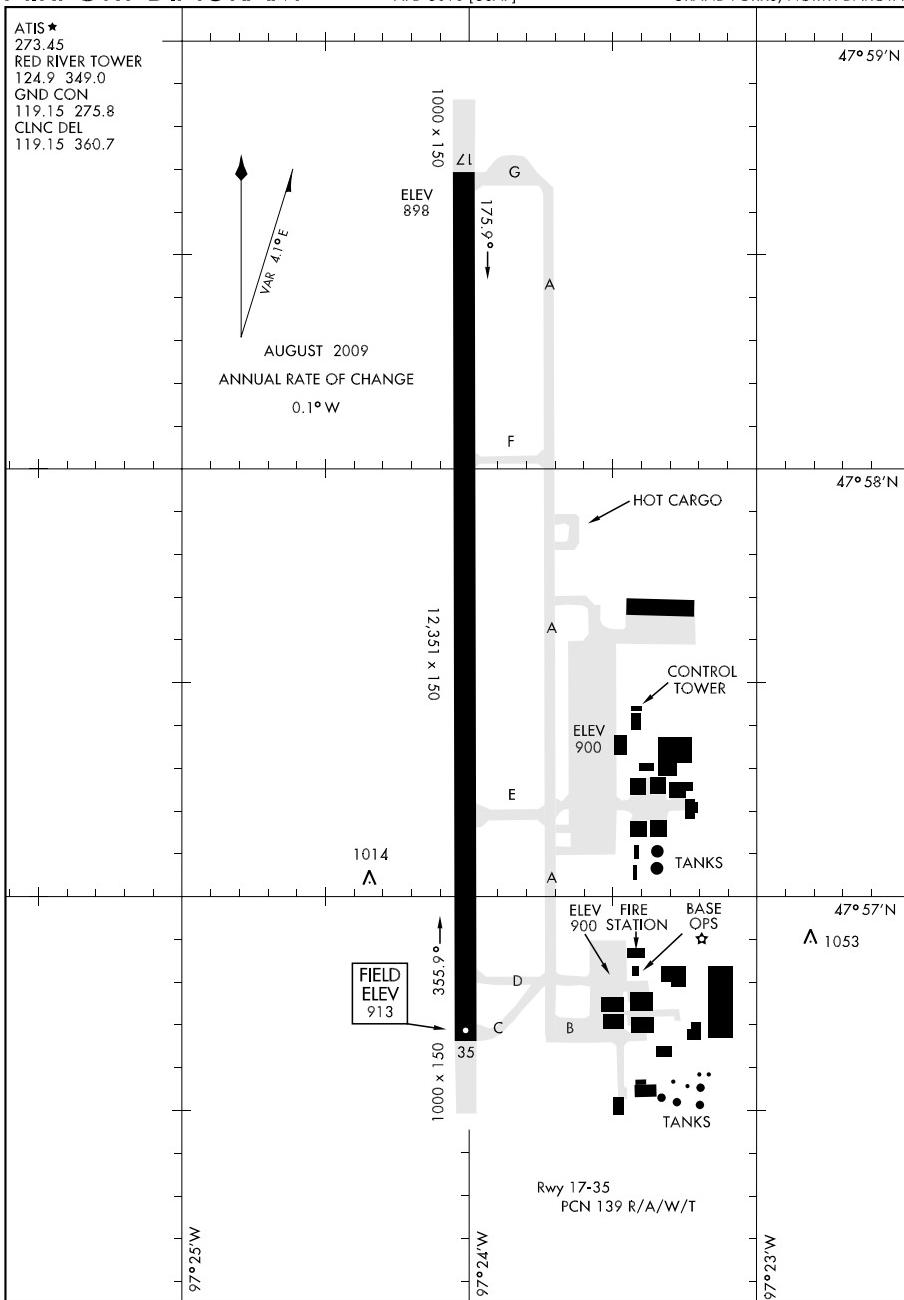
09239

AIRPORT DIAGRAM

AFD-5010 [USAF]

GRAND FORKS AFB (KRDR)

GRAND FORKS, NORTH DAKOTA



AIRPORT DIAGRAM

GRAND FORKS, NORTH DAKOTA

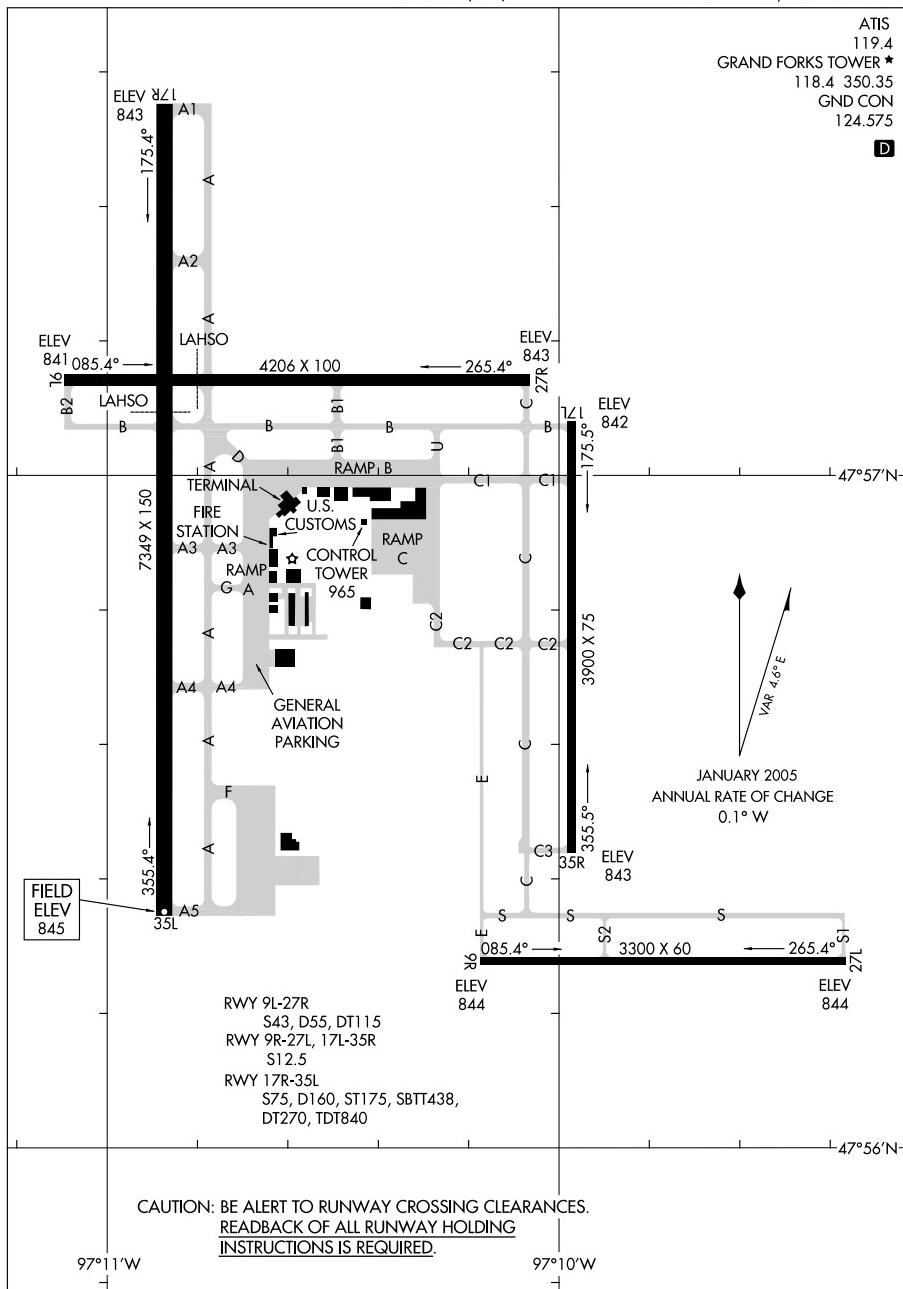
GRAND FORKS AFB (KRDR)

09295

AIRPORT DIAGRAM

AL-5187 (FAA)

GRAND FORKS INTL (GFK)
GRAND FORKS, NORTH DAKOTA



AIRPORT DIAGRAM
09295

GRAND FORKS, NORTH DAKOTA
GRAND FORKS INTL (GFK)

09295

AIRPORT DIAGRAM

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)
AL-173 (FAA)

GRAND ISLAND, NEBRASKA

ATIS
127.4
GRAND ISLAND TOWER ★
118.2 388.2
GND CON
121.9 388.2
CLNC DEL
121.9
126.05 (When Tower Closed)

D

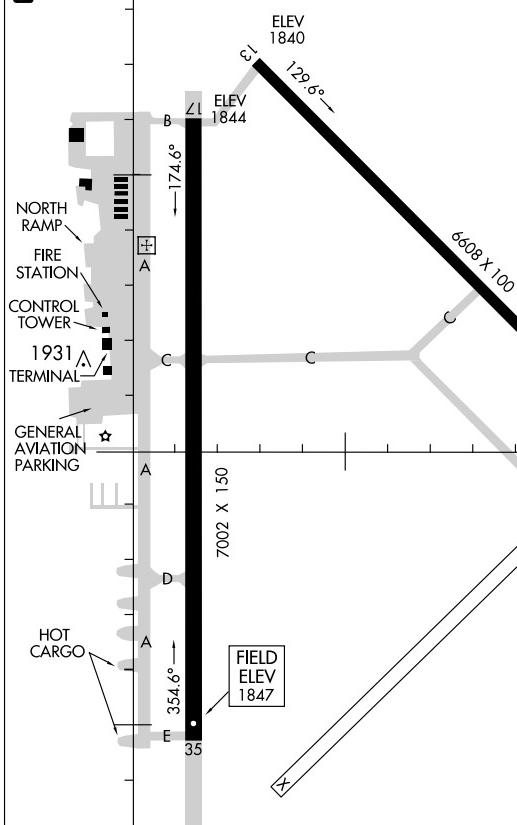
NORTH RAMP
FIRE STATION
CONTROL TOWER
1931 A★ TERMINAL
GENERAL AVIATION PARKING

HOT CARGO

TERMINAL

GENERAL AVIATION PARKING

HOT CARGO



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

RWY 13-31
S45, D60
RWY 17-35
S75, D110, ST139, DT185

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

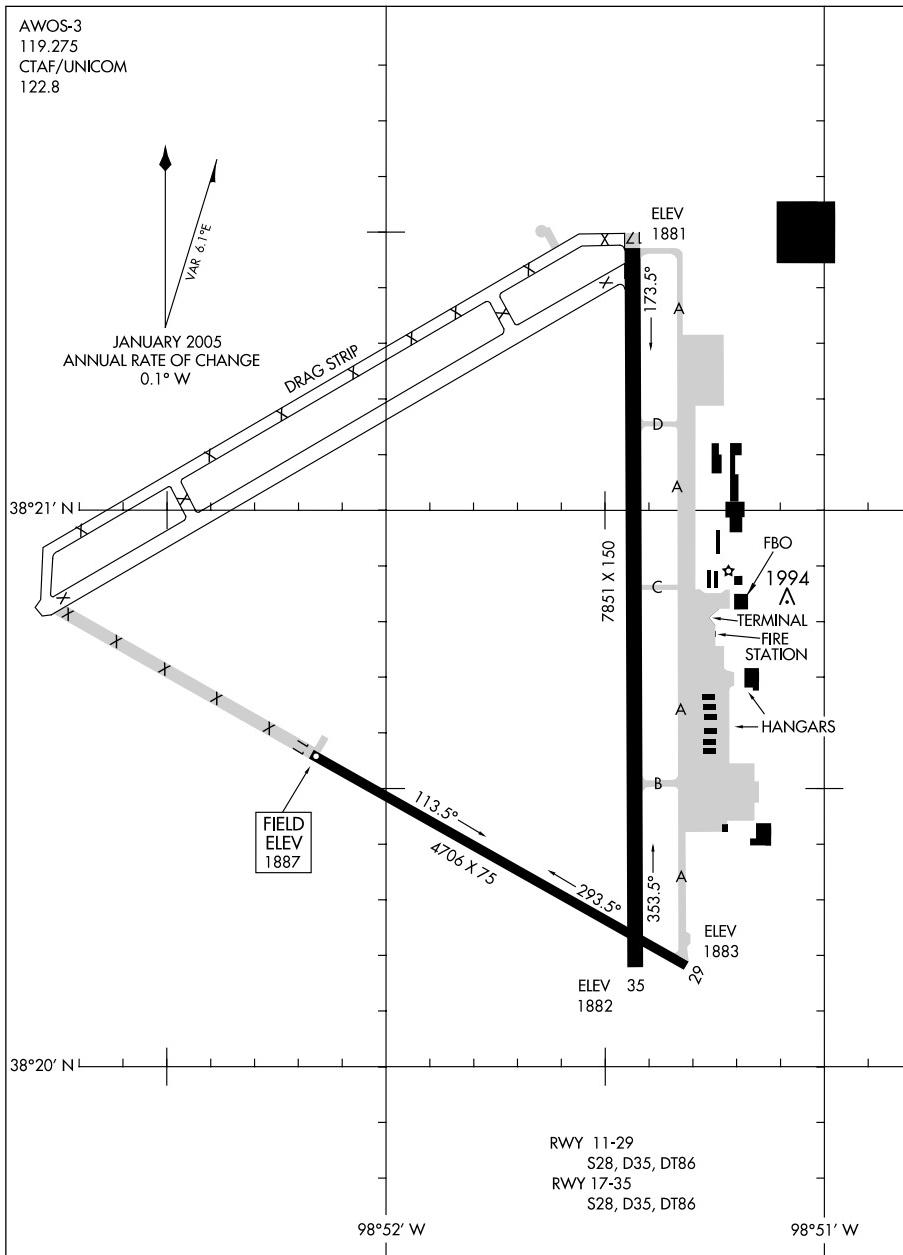
09295

GRAND ISLAND, NEBRASKA
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

09071

AIRPORT DIAGRAM

AL-175 (FAA)

GREAT BEND MUNI (GBD)
GREAT BEND, KANSASAIRPORT DIAGRAM
09071GREAT BEND, KANSAS
GREAT BEND MUNI (GBD)

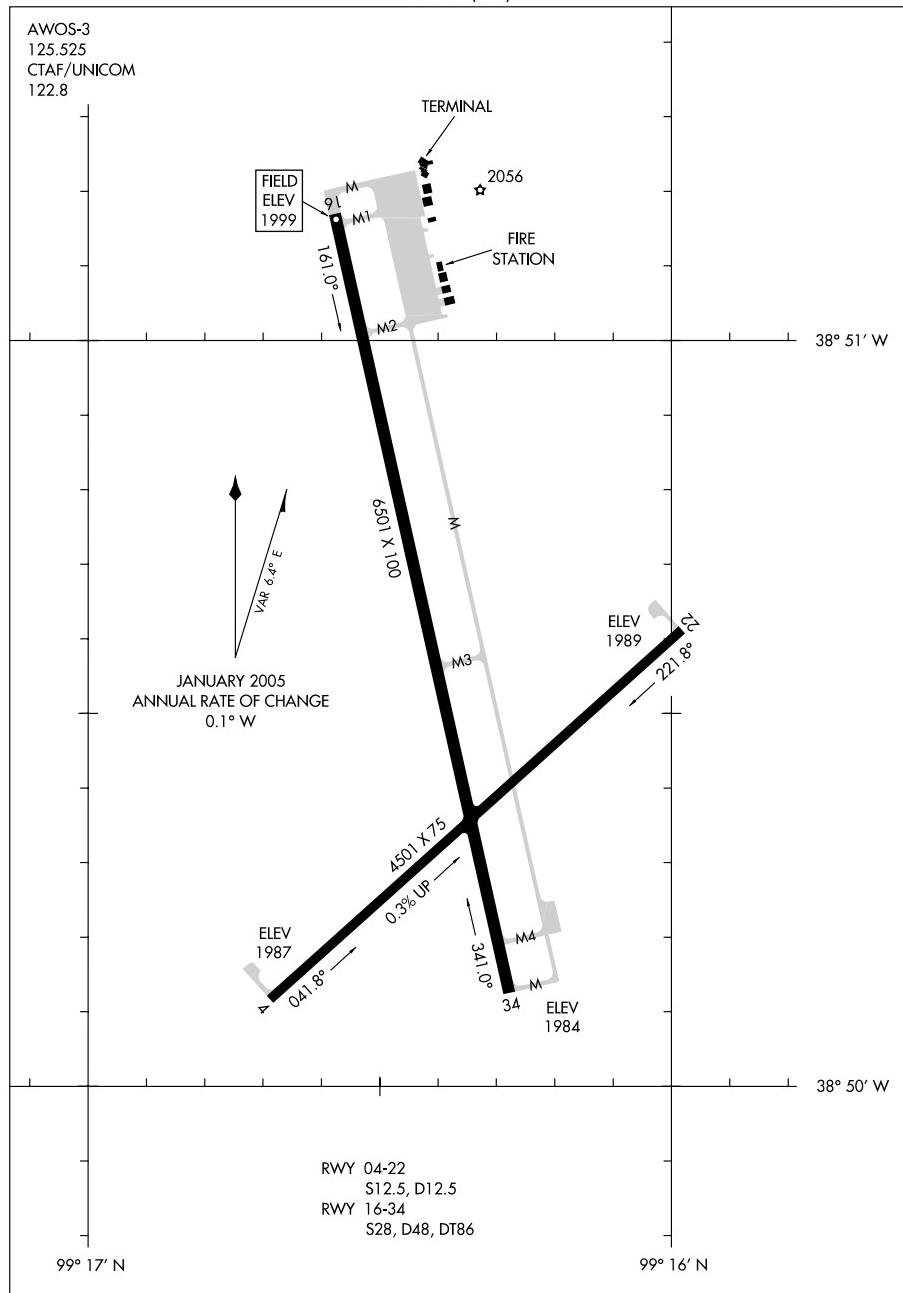
09127

AIRPORT DIAGRAM

AL-5440 (FAA)

HAYS RGNL (HYS)
HAYS, KANSAS

AWOS-3
125.525
CTAF/UNICOM
122.8



AIRPORT DIAGRAM
09127

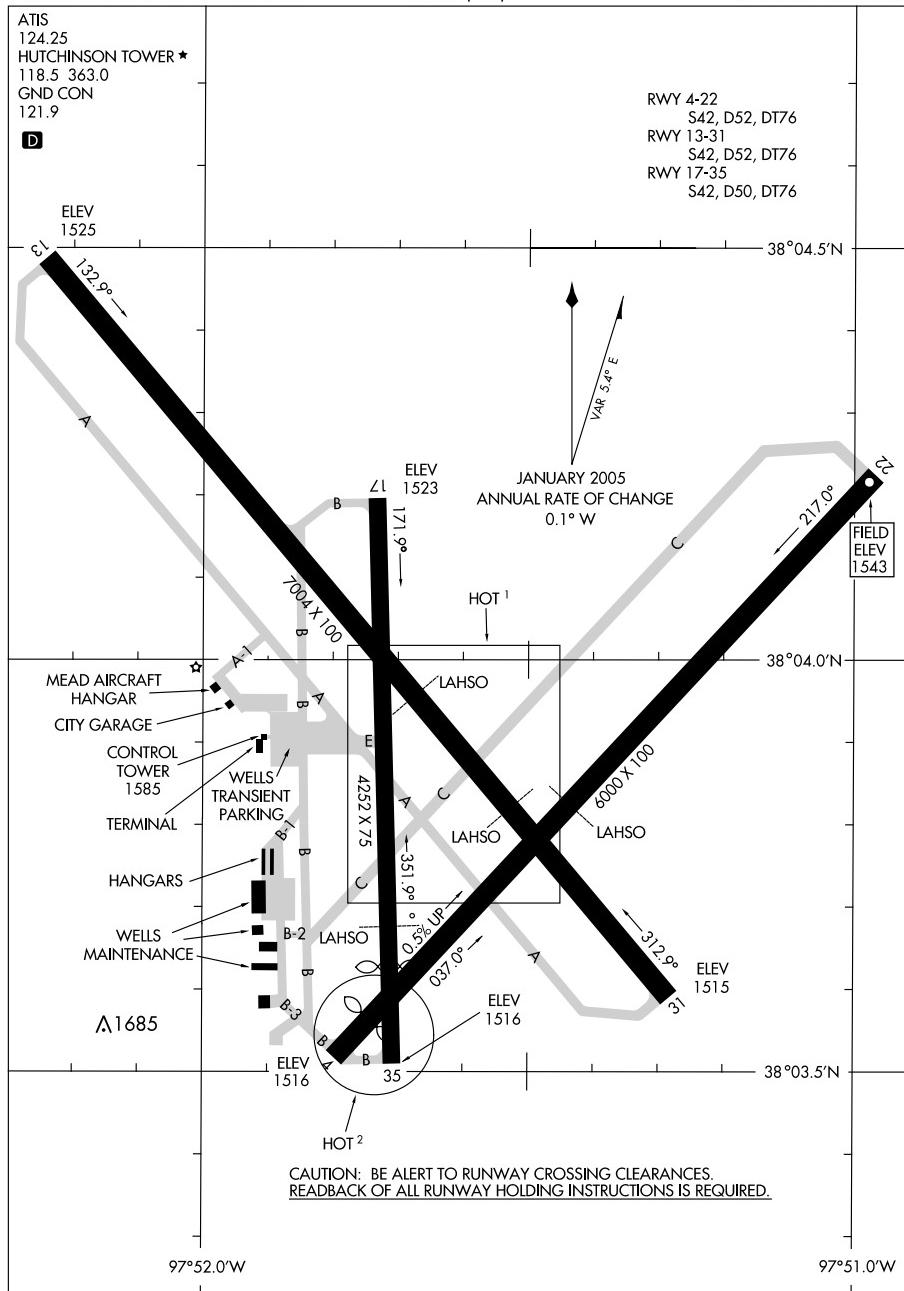
HAYS, KANSAS
HAYS RGNL (HYS)

09295

AIRPORT DIAGRAM

AL-200 (FAA)

**HUTCHINSON MUNI (HUT)
HUTCHINSON, KANSAS**



AIRPORT DIAGRAM

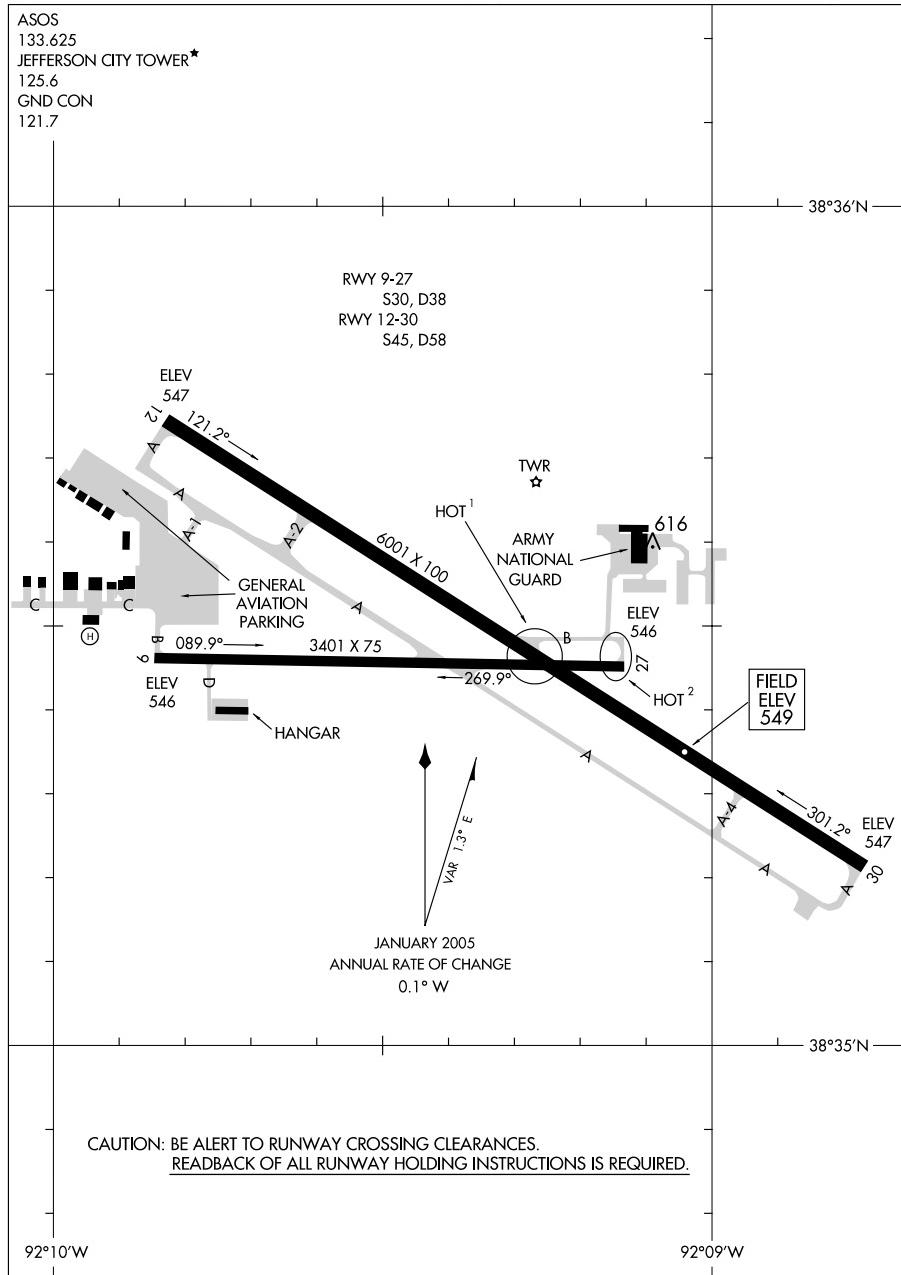
09295

HUTCHINSON, KANSAS
HUTCHINSON MUNI (HUT)

09351

AIRPORT DIAGRAM

AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)
JEFFERSON CITY, MISSOURI

AIRPORT DIAGRAM

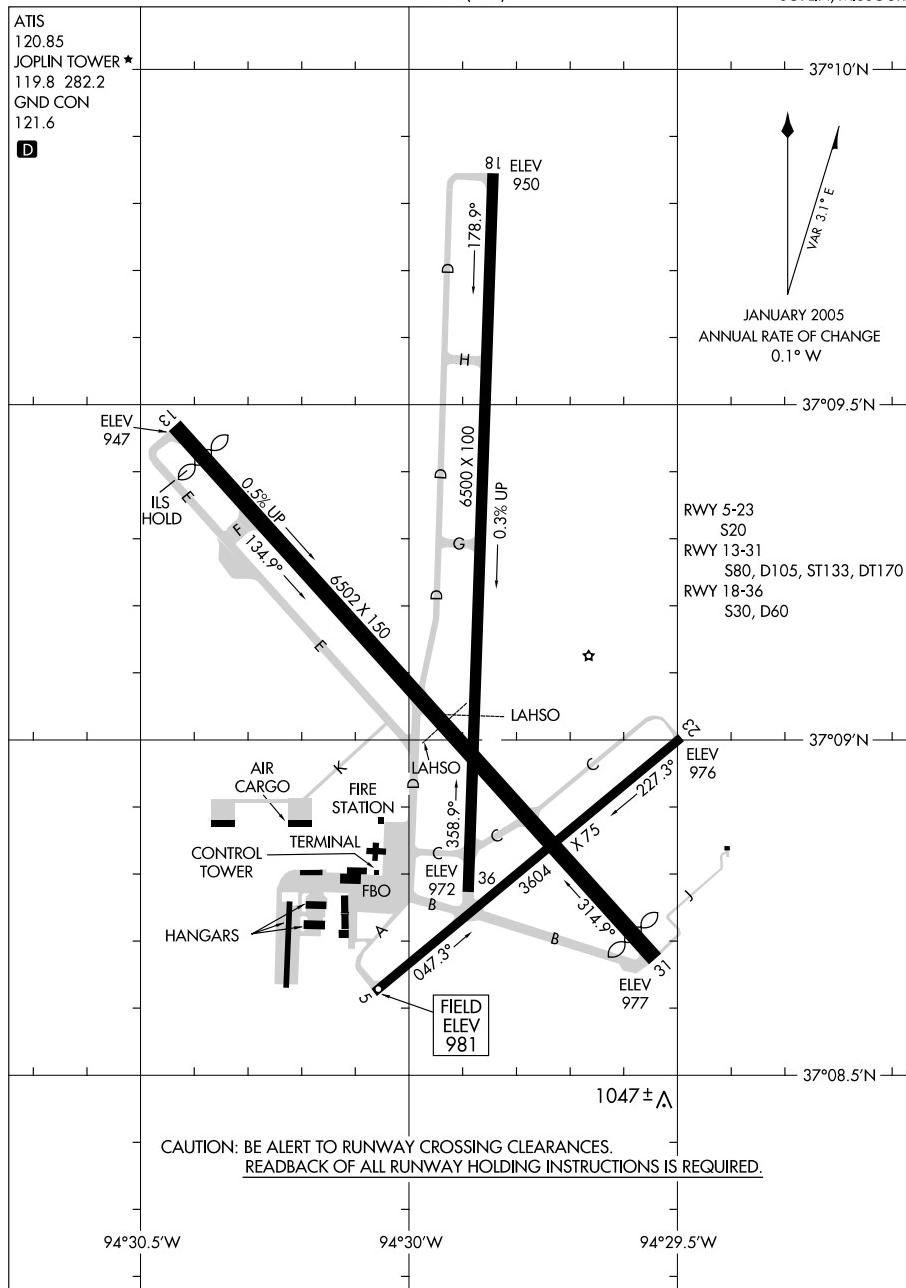
09351

JEFFERSON CITY, MISSOURI
JEFFERSON CITY MEMORIAL (JEF)

09015

AIRPORT DIAGRAM

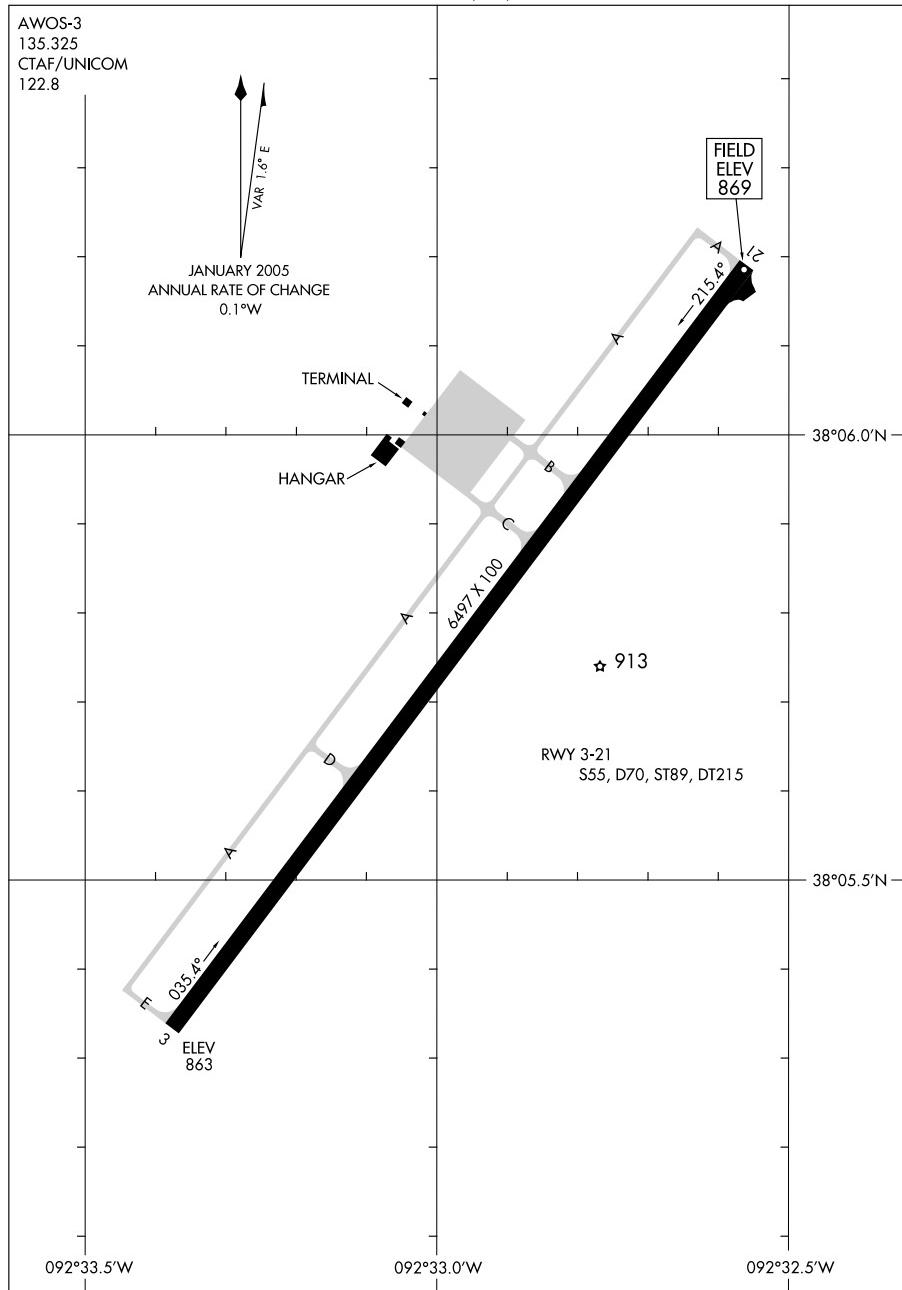
AI-540 (FAA)

JOPLIN RGNL (JLN)
JOPLIN, MISSOURIAIRPORT DIAGRAM
09015

09295

AIRPORT DIAGRAM

AI-5765 (FAA)

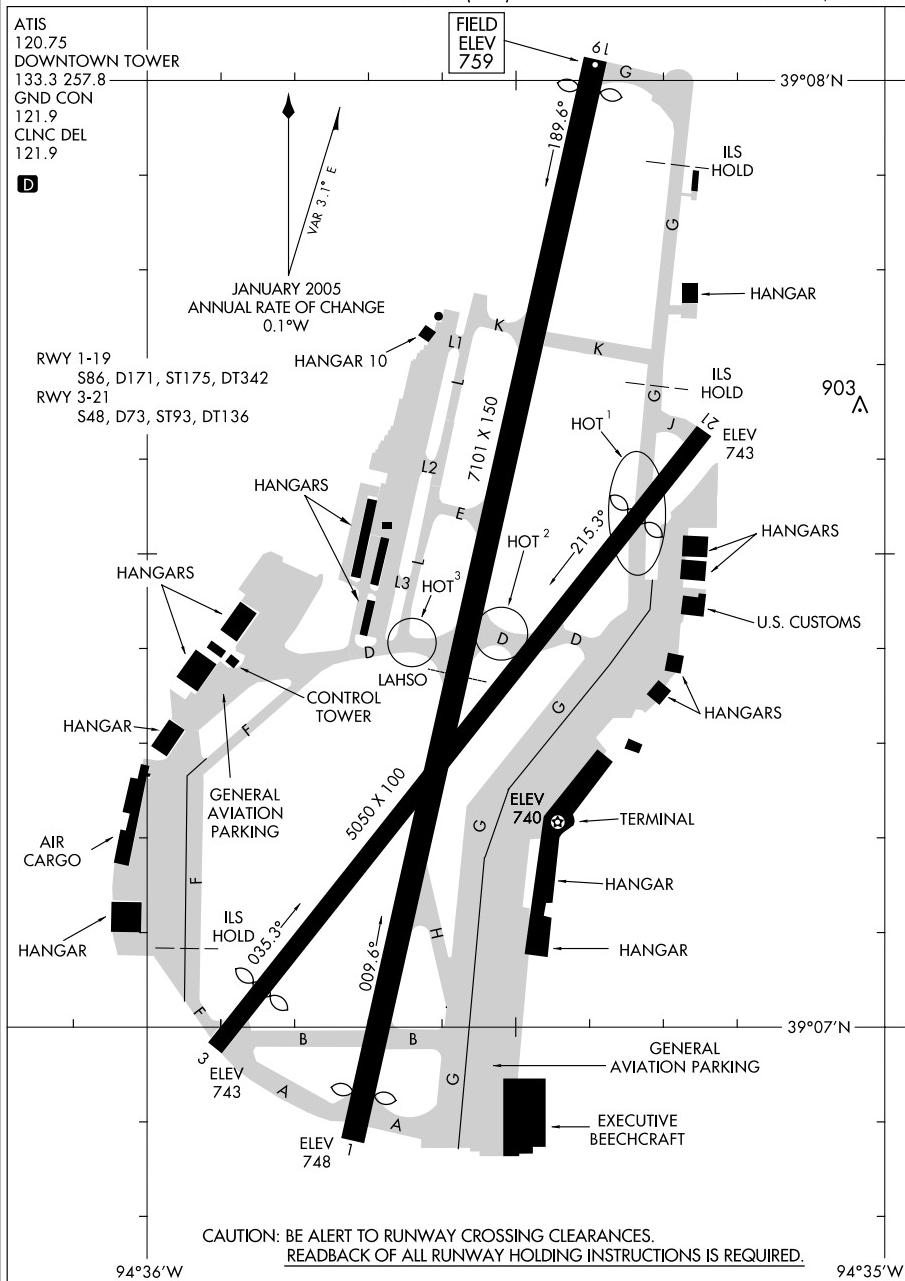
KAISER/LEE C. FINE MEMORIAL (A1Z)
KAISER/LAKE OZARK, MISSOURIAIRPORT DIAGRAM
09295KAISER/LAKE OZARK, MISSOURI
KAISER/LEE C. FINE MEMORIAL (A1Z)

09351

AIRPORT DIAGRAM

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
AL-213 (FAA)

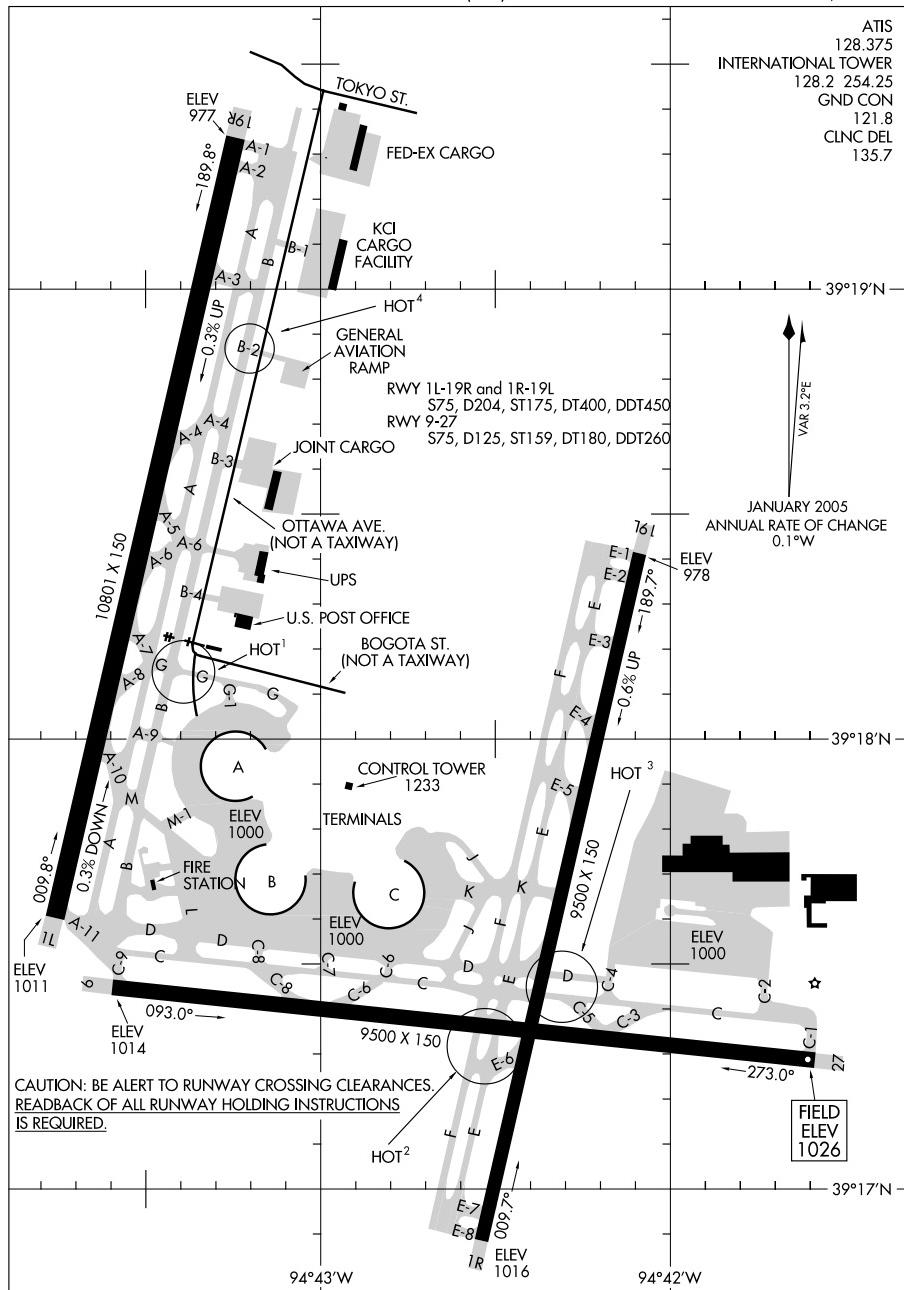
KANSAS CITY, MISSOURI

AIRPORT DIAGRAM
09351KANSAS CITY, MISSOURI
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

09295

AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

AIRPORT DIAGRAM

09295

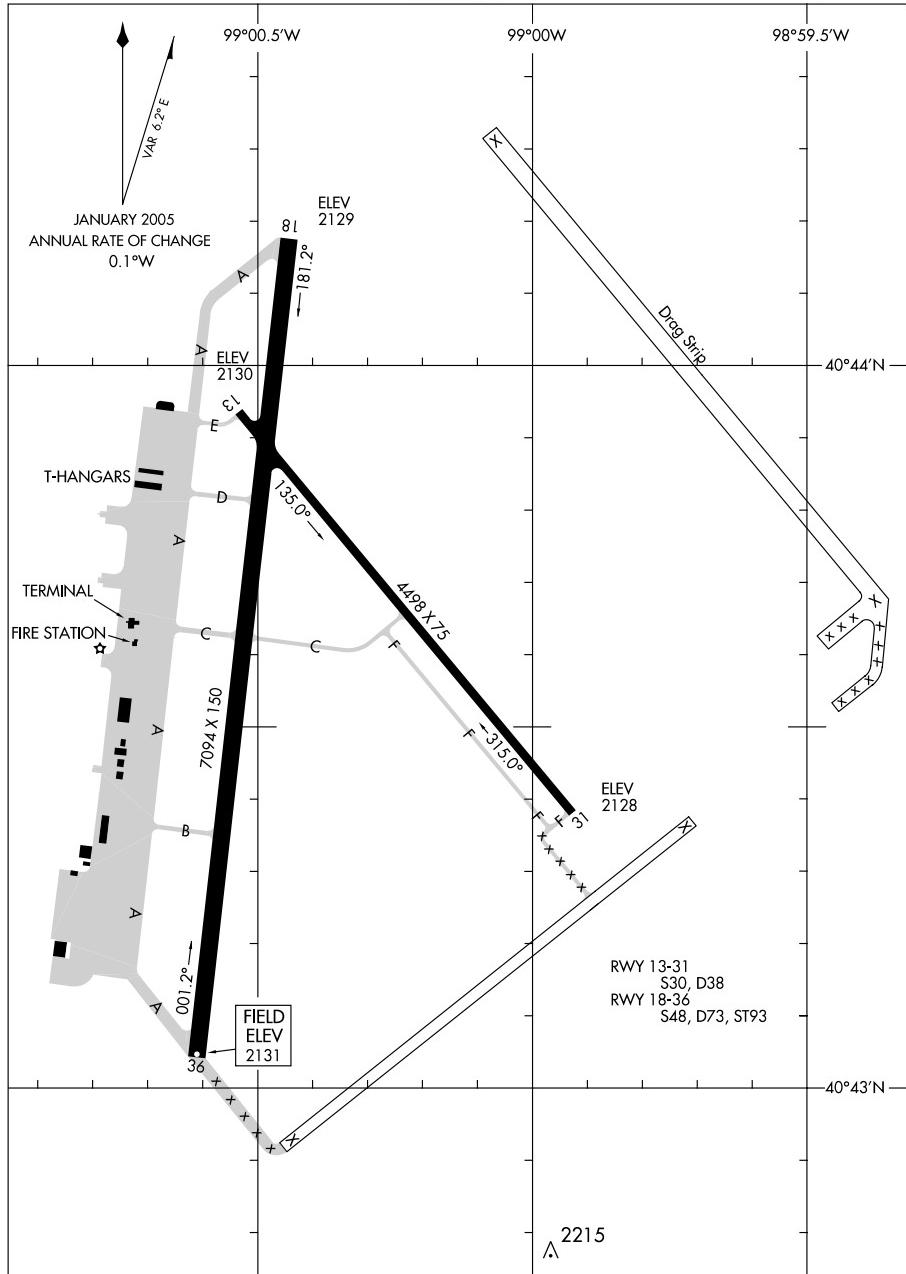
KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

07298

AIRPORT DIAGRAM

KEARNEY RGNL (EAR)
KEARNEY, NEBRASKA

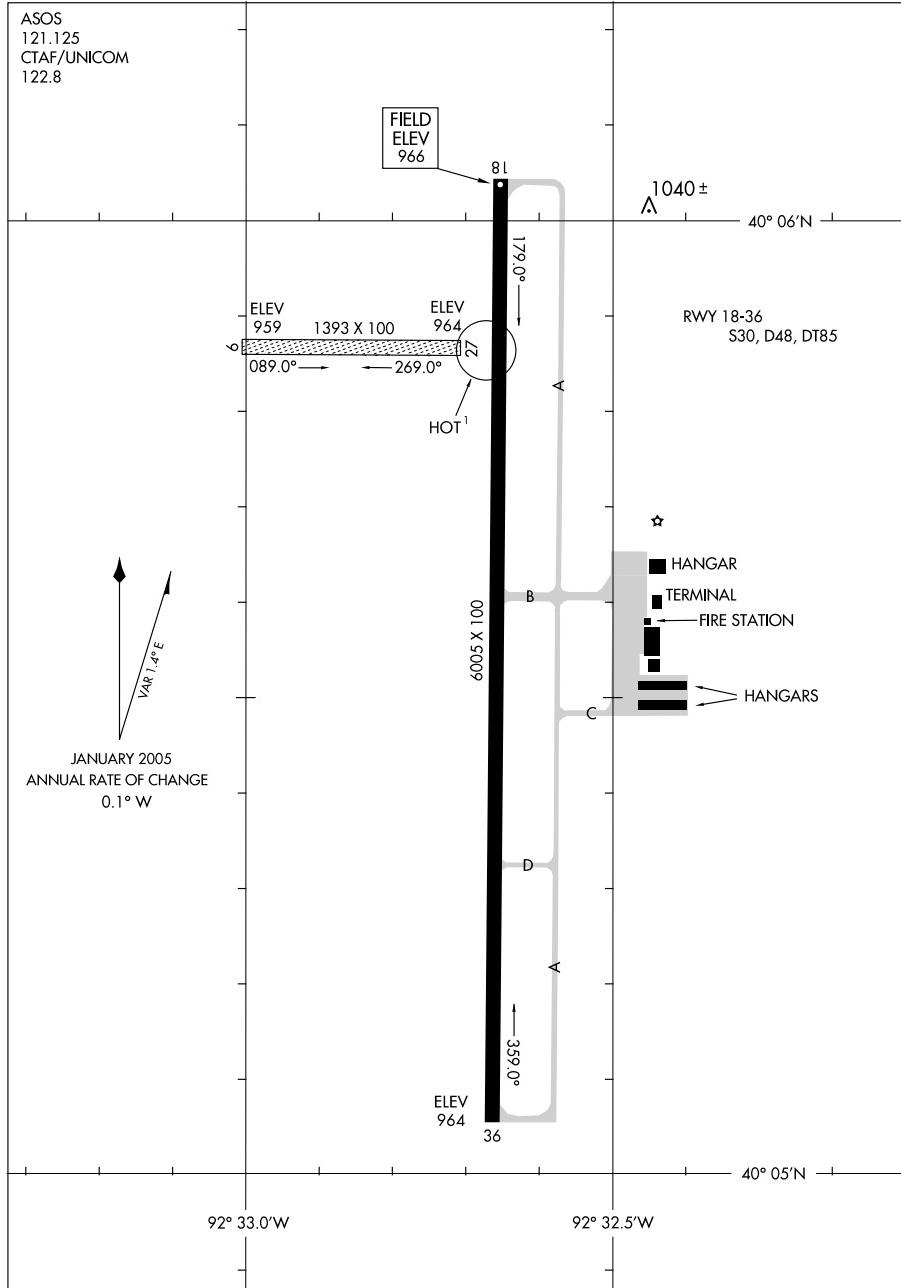
AL-541 (FAA)

AIRPORT DIAGRAM
07298KEARNEY, NEBRASKA
KEARNEY RGNL (EAR)

09239

AIRPORT DIAGRAM

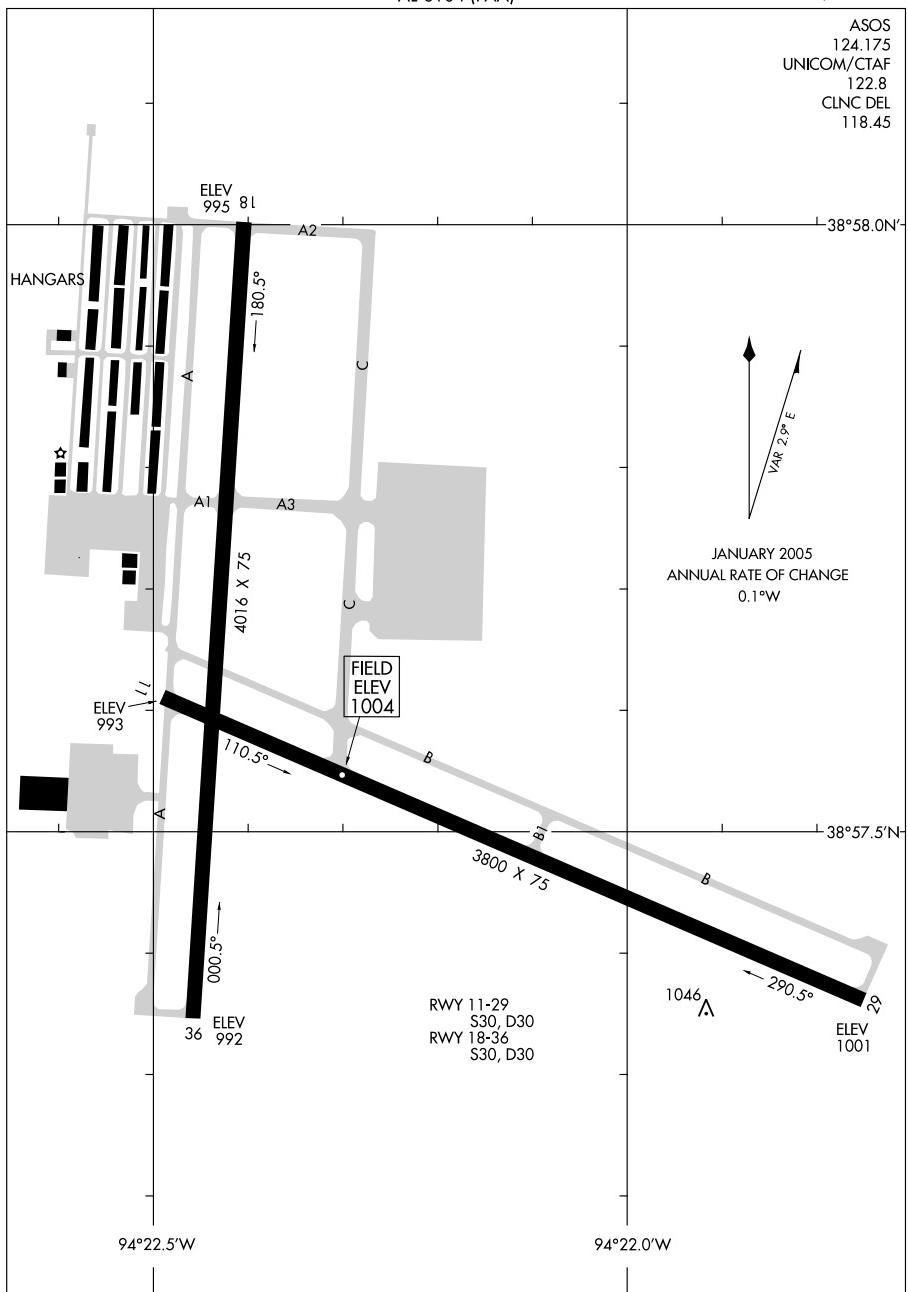
AL-217 (FAA)

KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURIAIRPORT DIAGRAM
09239KIRKVILLE, MISSOURI
KIRKSVILLE RGNL (IRK)

09351

AIRPORT DIAGRAM

AL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI

AIRPORT DIAGRAM

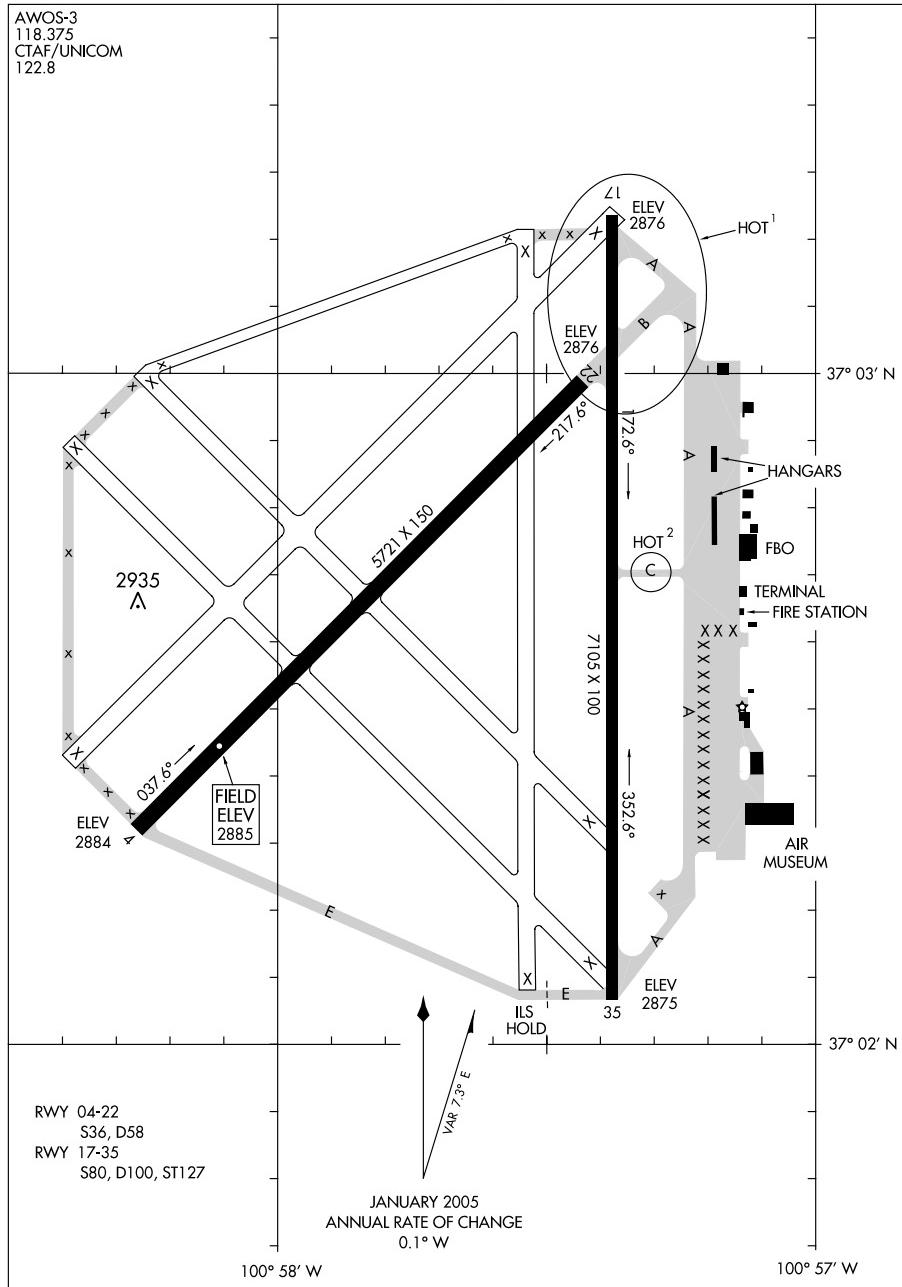
09351

LEE'S SUMMIT, MISSOURI
LEE'S SUMMIT MUNI (LXT)

09351

AIRPORT DIAGRAM

AL-498 (FAA)

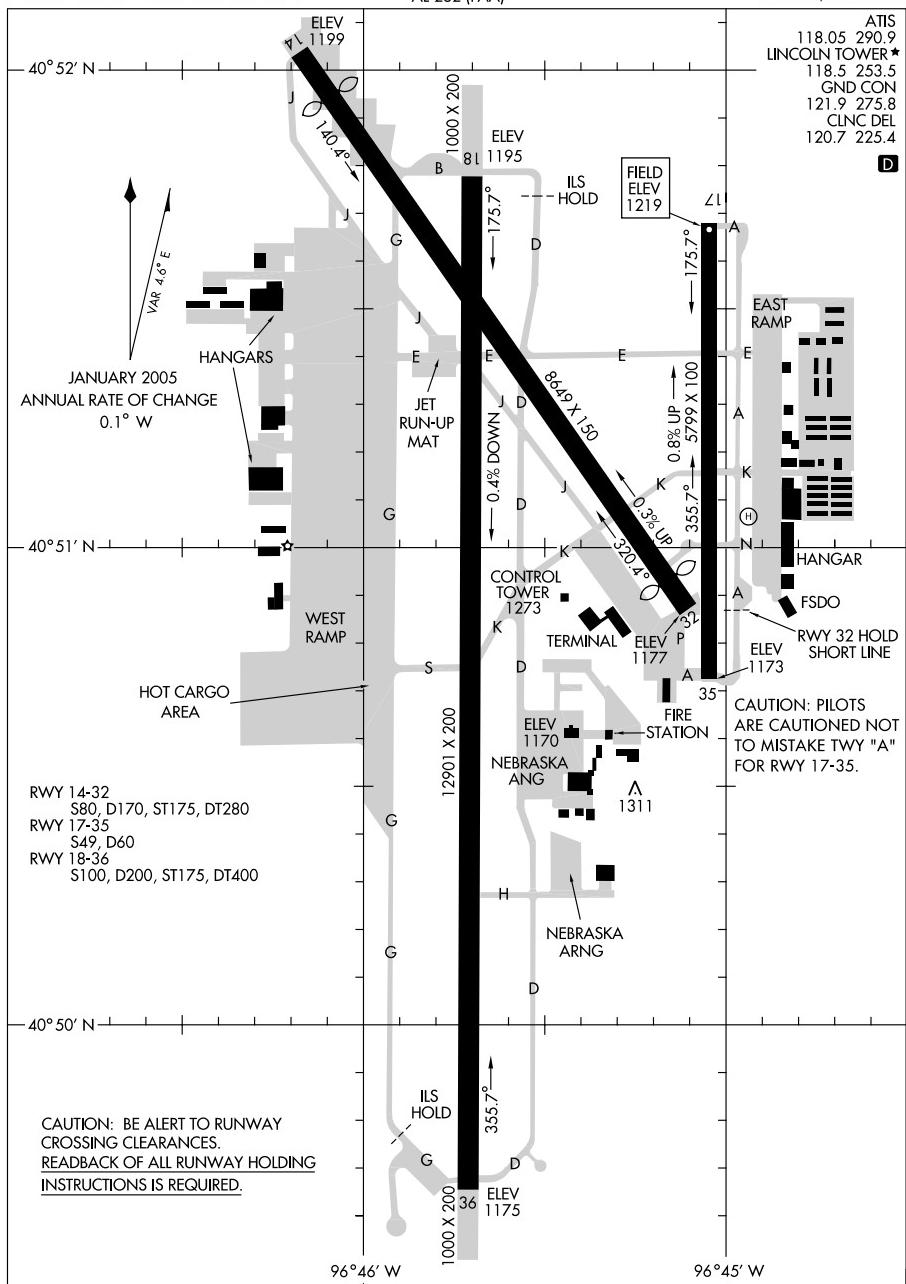
LIBERAL MID-AMERICA RGNL (LBL)
LIBERAL, KANSAS

09351

AIRPORT DIAGRAM

AL-232 (FAA)

LINCOLN(LNK)
LINCOLN, NEBRASKA



AIRPORT DIAGRAM

09351

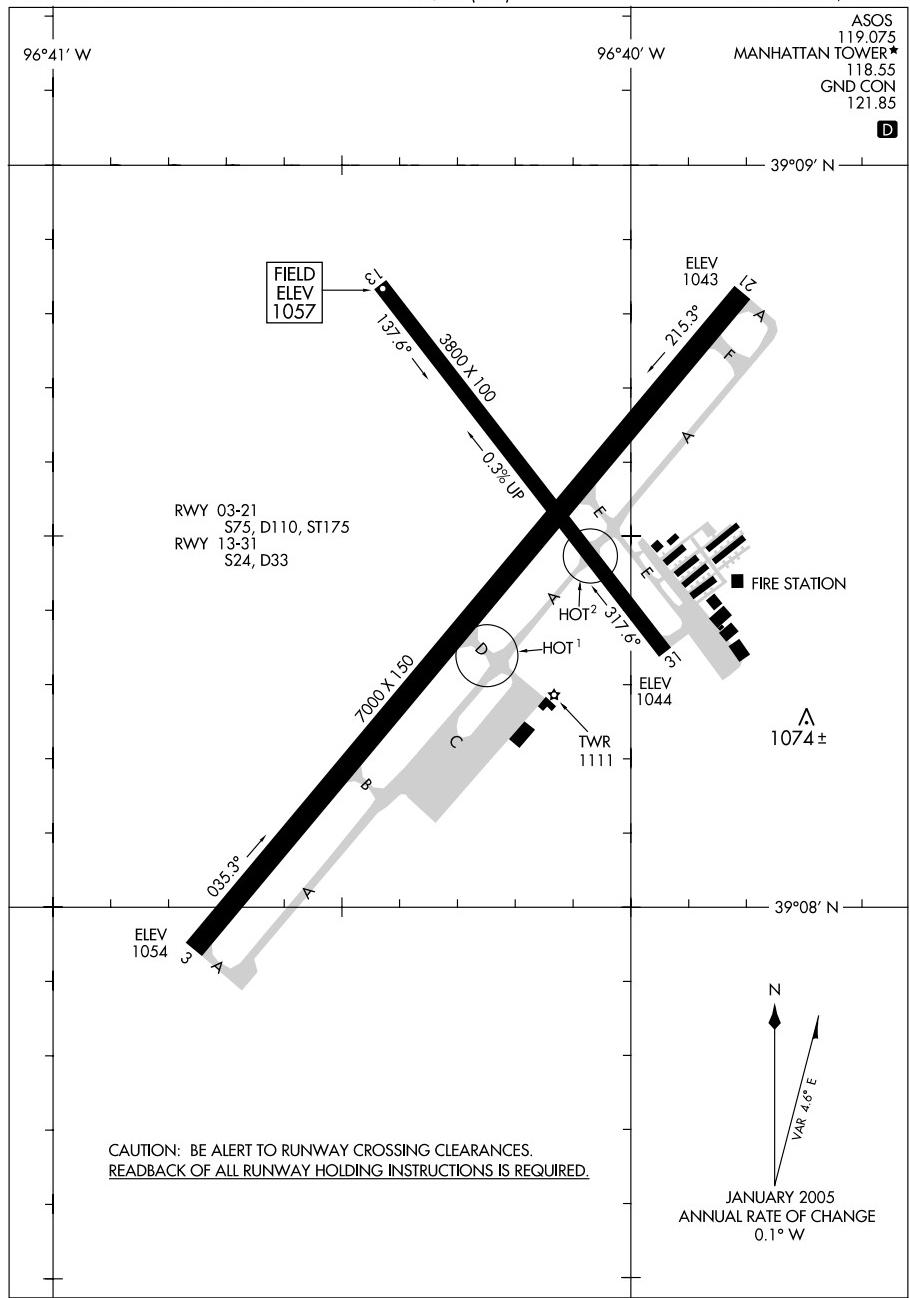
09351

LINCOLN, NEBRASKA
LINCOLN(LNK)

09351

AIRPORT DIAGRAM

AL-5241 (FAA)

MANHATTAN RGNL (MHK)
MANHATTAN, KANSAS

AIRPORT DIAGRAM

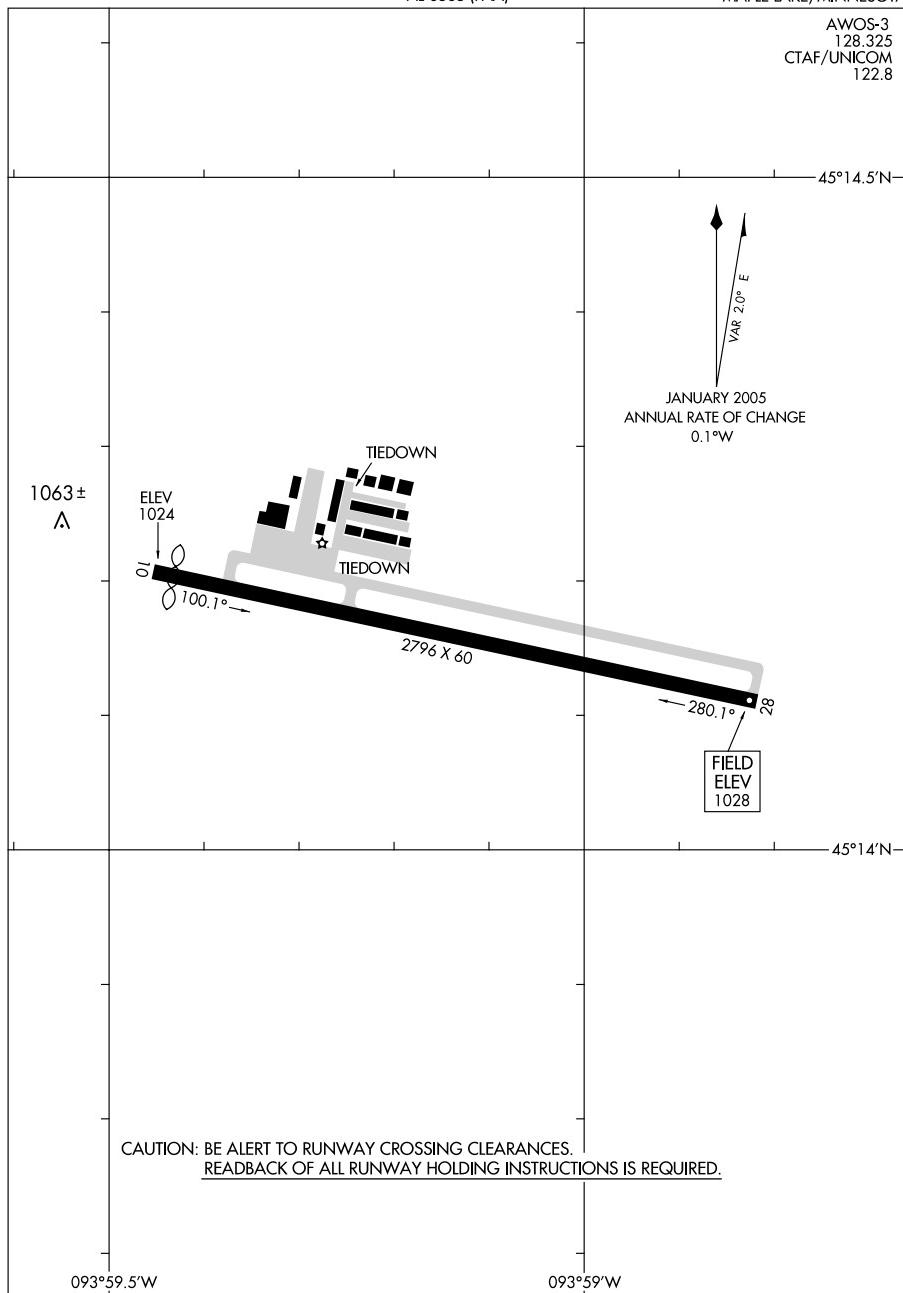
09351

MANHATTAN, KANSAS
MANHATTAN RGNL (MHK)

09071

AIRPORT DIAGRAM

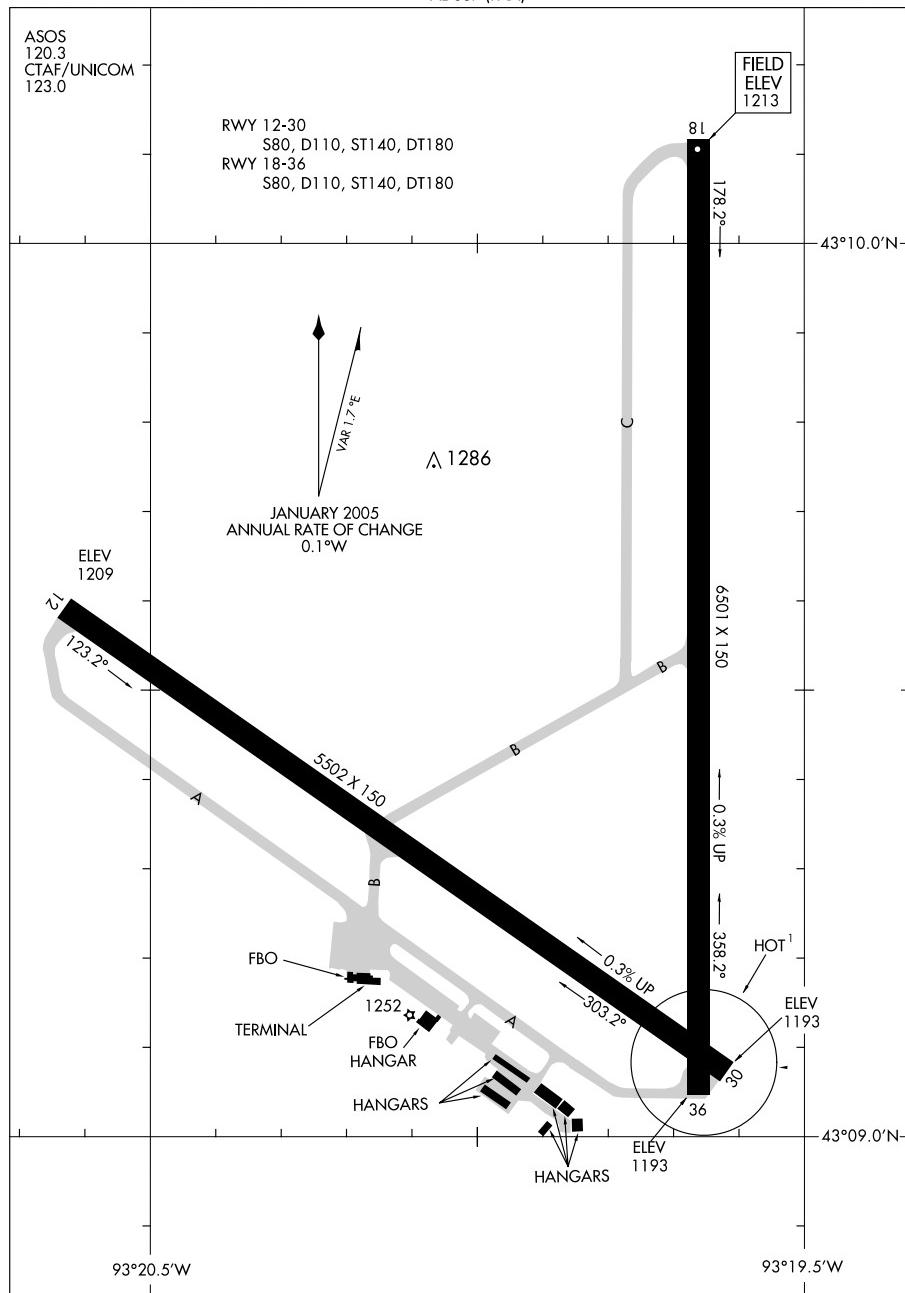
AL-6585 (FAA)

MAPLE LAKE MUNI (MIGG)
MAPLE LAKE, MINNESOTAAIRPORT DIAGRAM
09071MAPLE LAKE, MINNESOTA
MAPLE LAKE MUNI (MIGG)

09295

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWAAIRPORT DIAGRAM
09295MASON CITY, IOWA
MASON CITY MUNI (MCW)

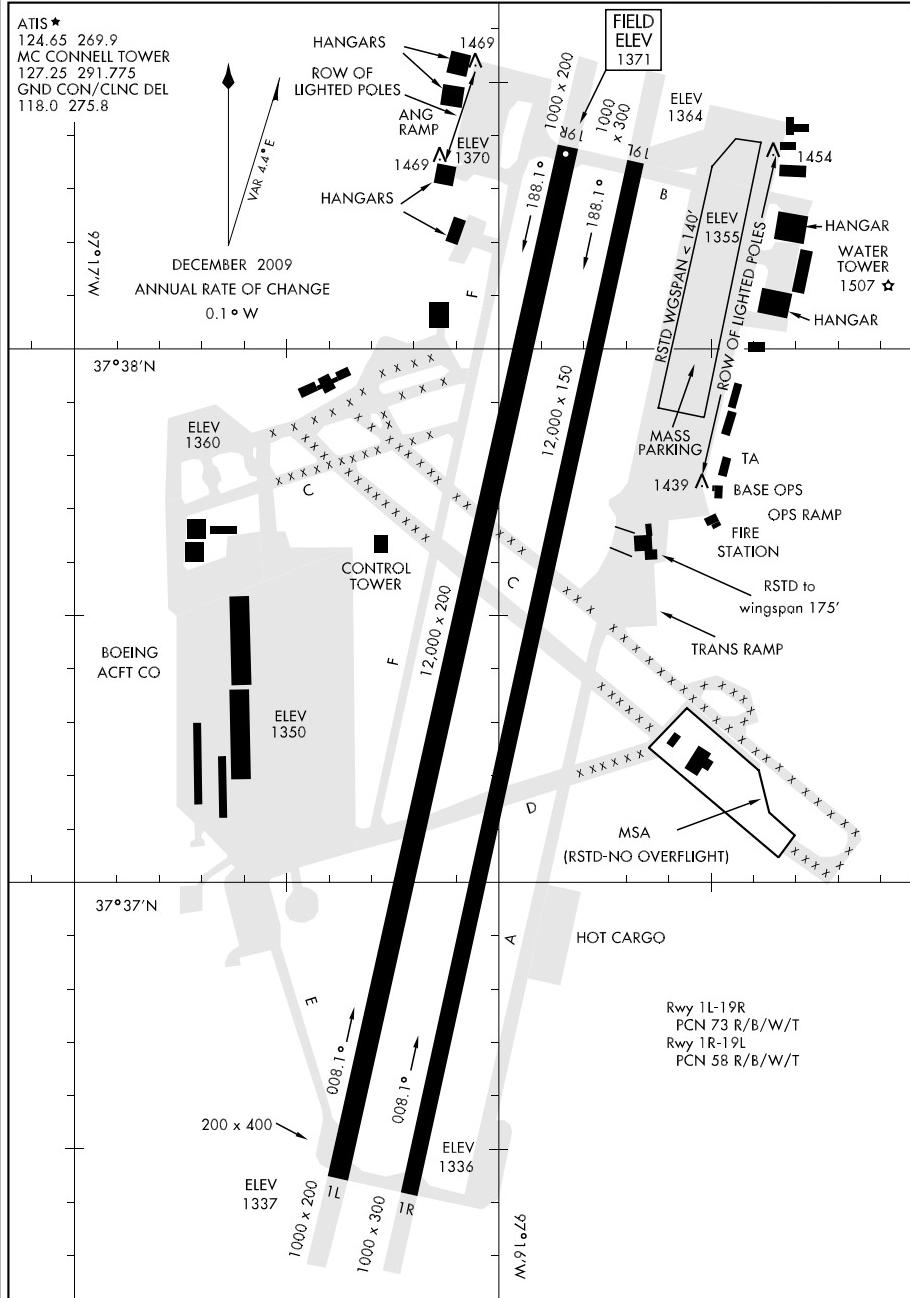
09351

AIRPORT DIAGRAM

AFD-453 [USAF]

MC CONNELL AFB (KIAB)

WICHITA, KANSAS



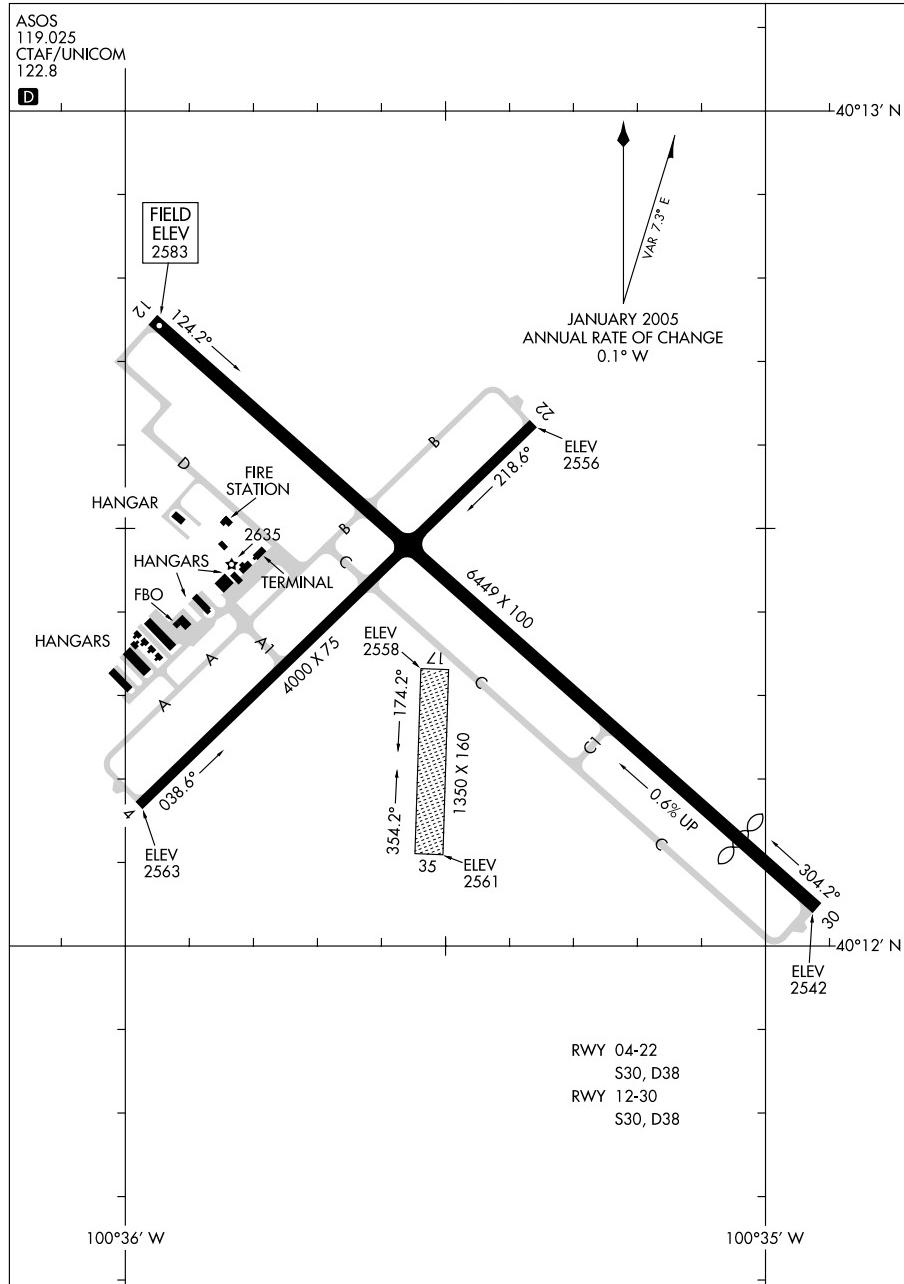
AIRPORT DIAGRAM

WICHITA, KANSAS
MC CONNELL AFB (KJAB)

09351

AIRPORT DIAGRAM

AI-5301 (FAA)

MC COOK BEN NELSON RGNL (MCK)
MC COOK, NEBRASKA

AIRPORT DIAGRAM
09351

MC COOK, NEBRASKA
MC COOK BEN NELSON RGNL (MCK)

09351

AIRPORT DIAGRAM

MINNEAPOLIS/ANOKA COUNTY- BLAINE AIRPORT (JANES FIELD) (ANE)

AL-5202 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS

120.625

ANOKA TOWER *

132.4

GND CON

121.85

CLNC DEL

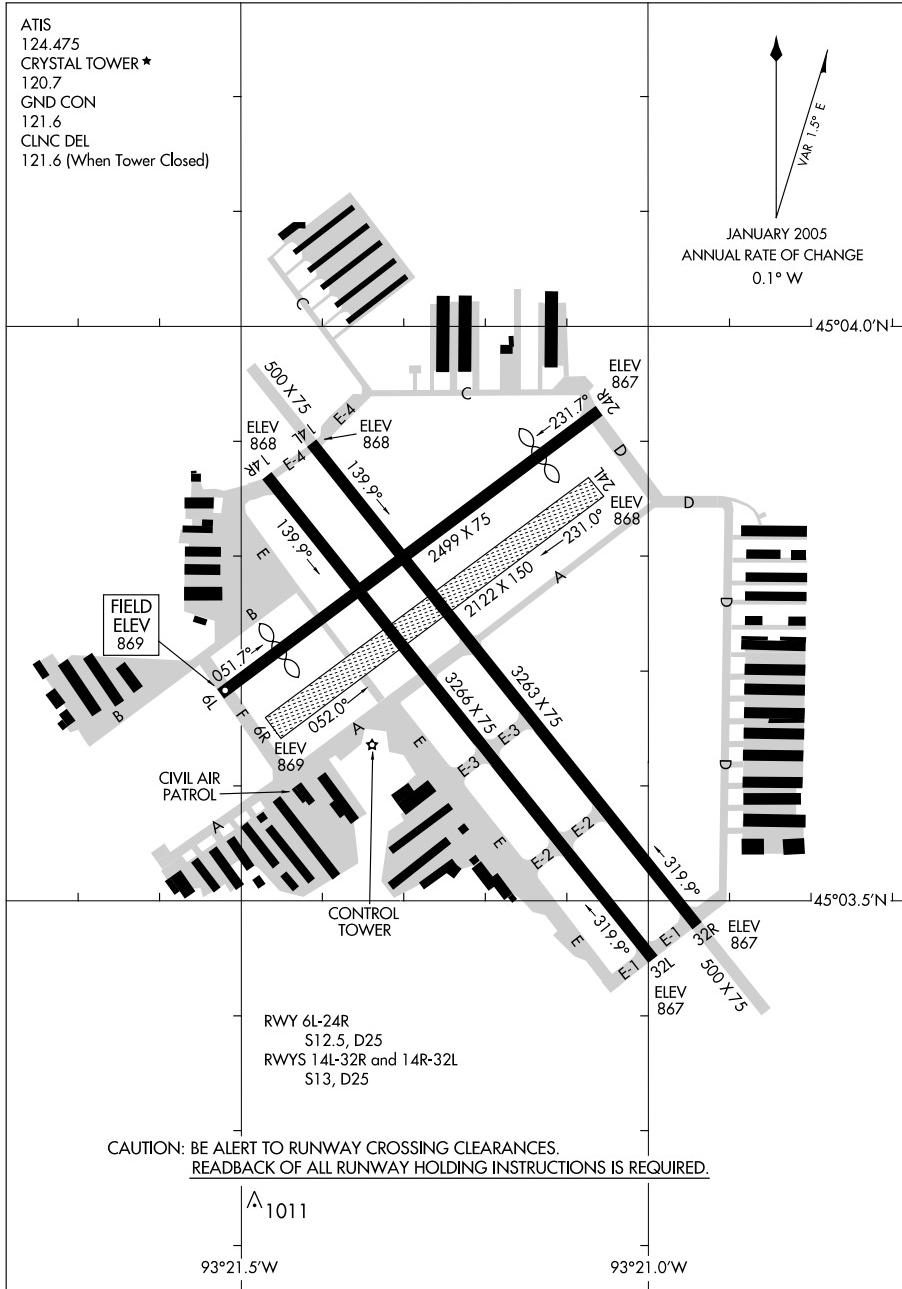
121.3

121.85 (When tower closed)

09127

AIRPORT DIAGRAM

AL-5158 (FAA)

MINNEAPOLIS/CRYSTAL (MIC)
MINNEAPOLIS, MINNESOTA

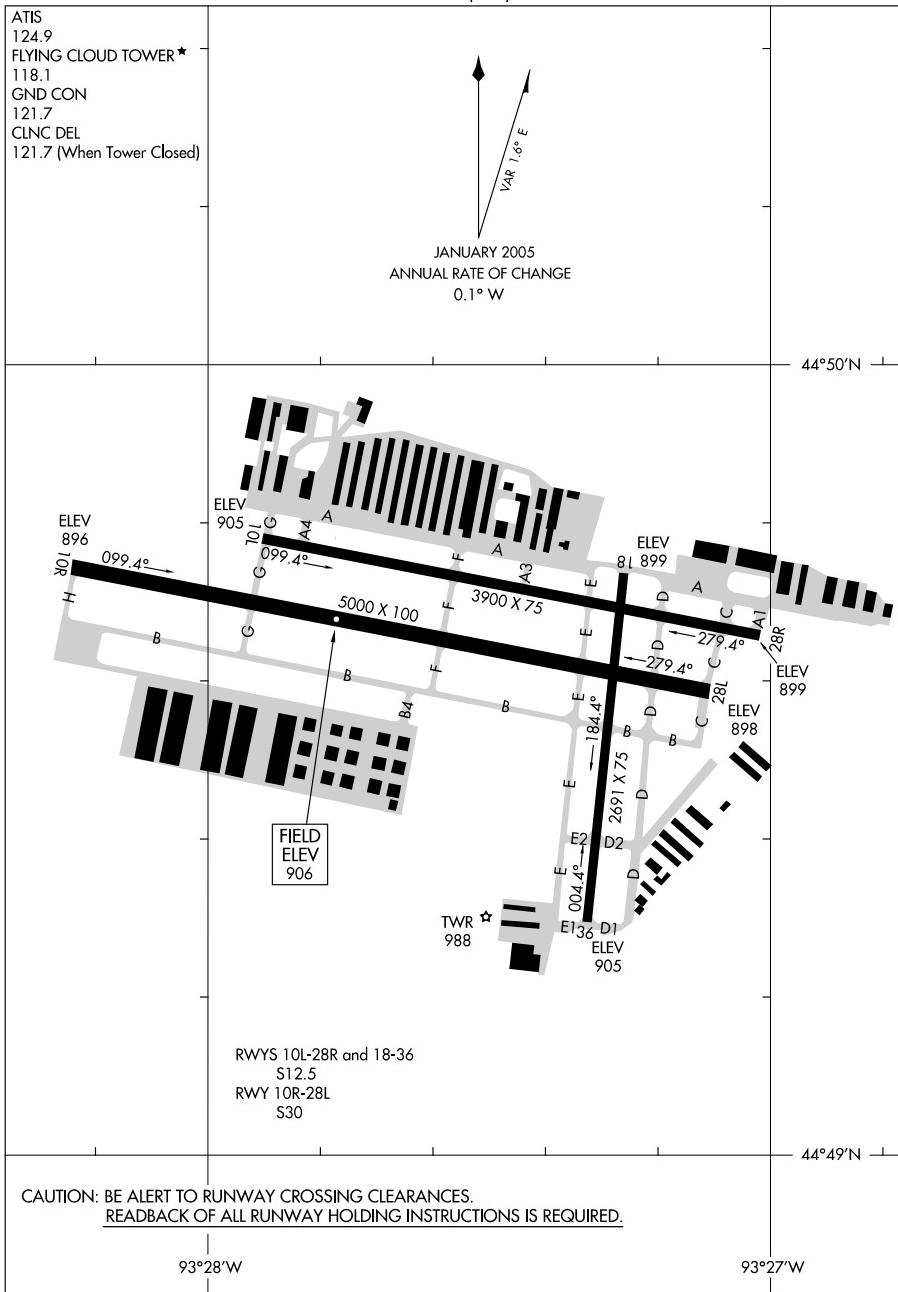
AIRPORT DIAGRAM

09127

09351

AIRPORT DIAGRAM

AL-5094 (FAA)

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

AIRPORT DIAGRAM

09351

MINNEAPOLIS, MINNESOTA
MINNEAPOLIS/ FLYING CLOUD (FCM)

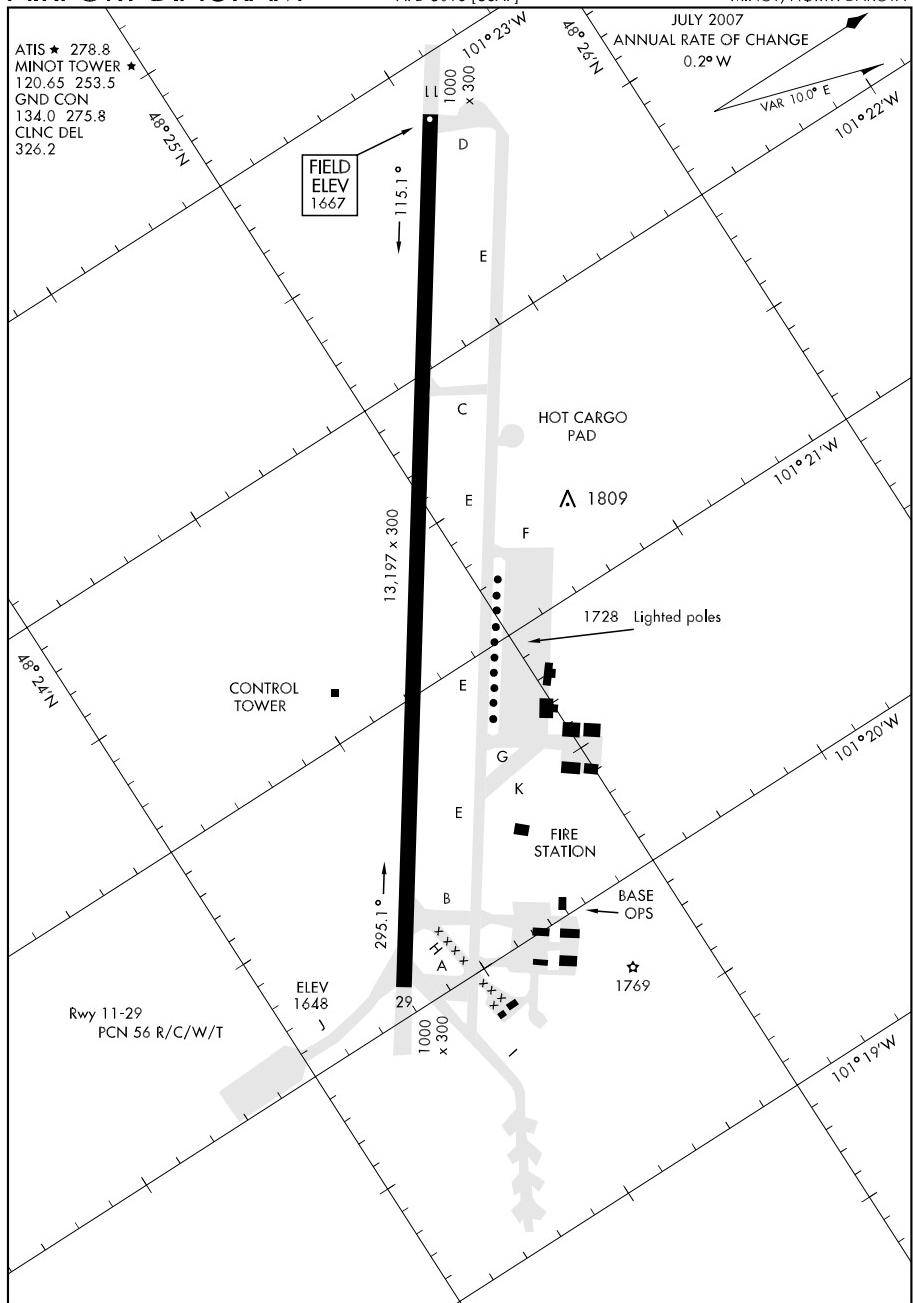
07186

AIRPORT DIAGRAM

AFD-5013 [USAF]

MINOT AFB (KMIB)

MINOT, NORTH DAKOTA



AIRPORT DIAGRAM

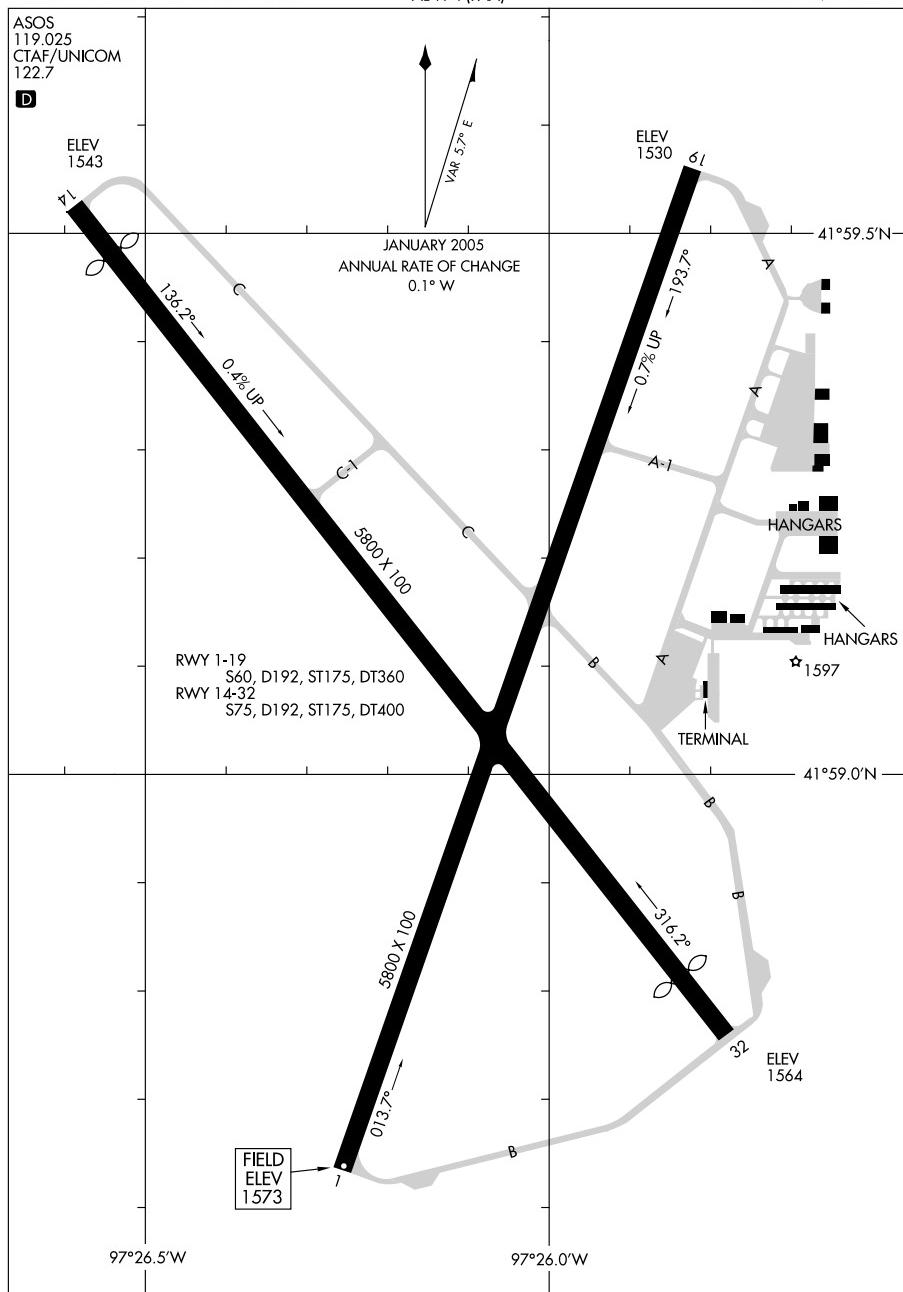
MINOT, NORTH DAKOTA

MINOT AFB (KMIB)

09295

AIRPORT DIAGRAM

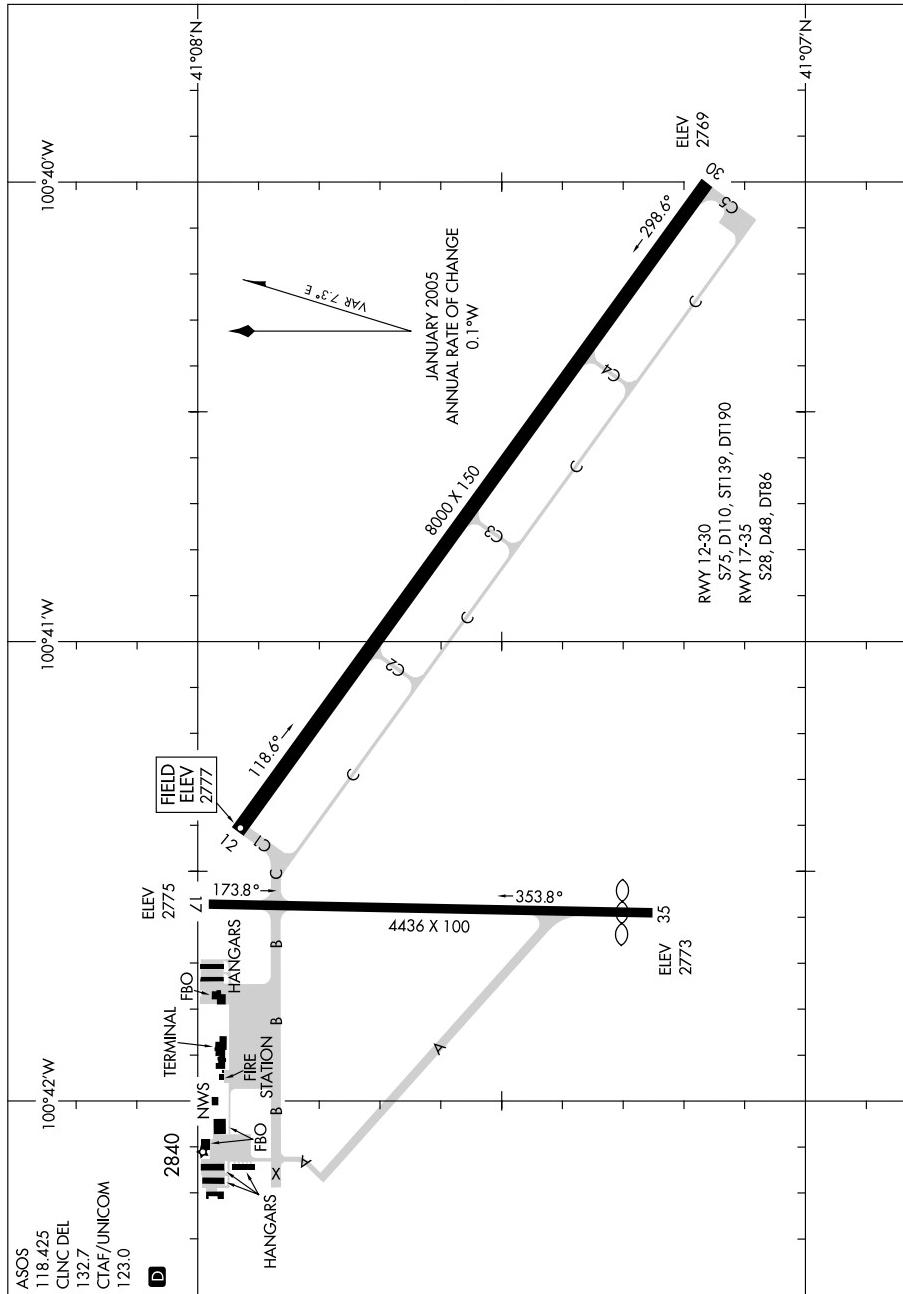
AL-974 (FAA)

NORFOLK/KARL STEFAN MEMORIAL (OFK)
NORFOLK, NEBRASKAAIRPORT DIAGRAM
09295NORFOLK, NEBRASKA
NORFOLK/KARL STEFAN MEMORIAL (OFT)

09295

AIRPORT DIAGRAM

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AL-292 (FAA) NORTH PLATTE, NEBRASKA



AIRPORT DIAGRAM

09295

NORTH PLATTE, NEBRASKA
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

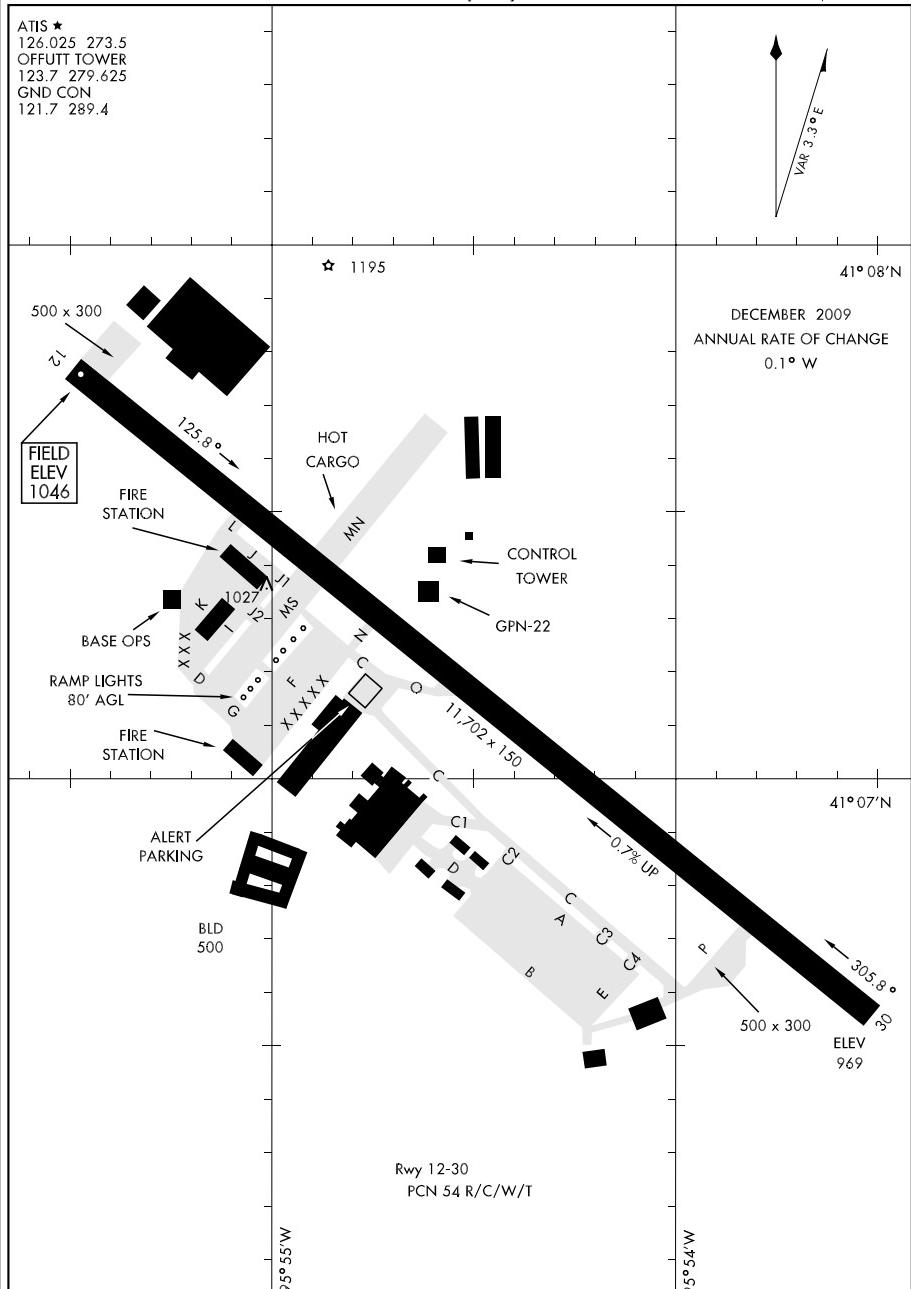
09351

AIRPORT DIAGRAM

AFD-544 [USAF]

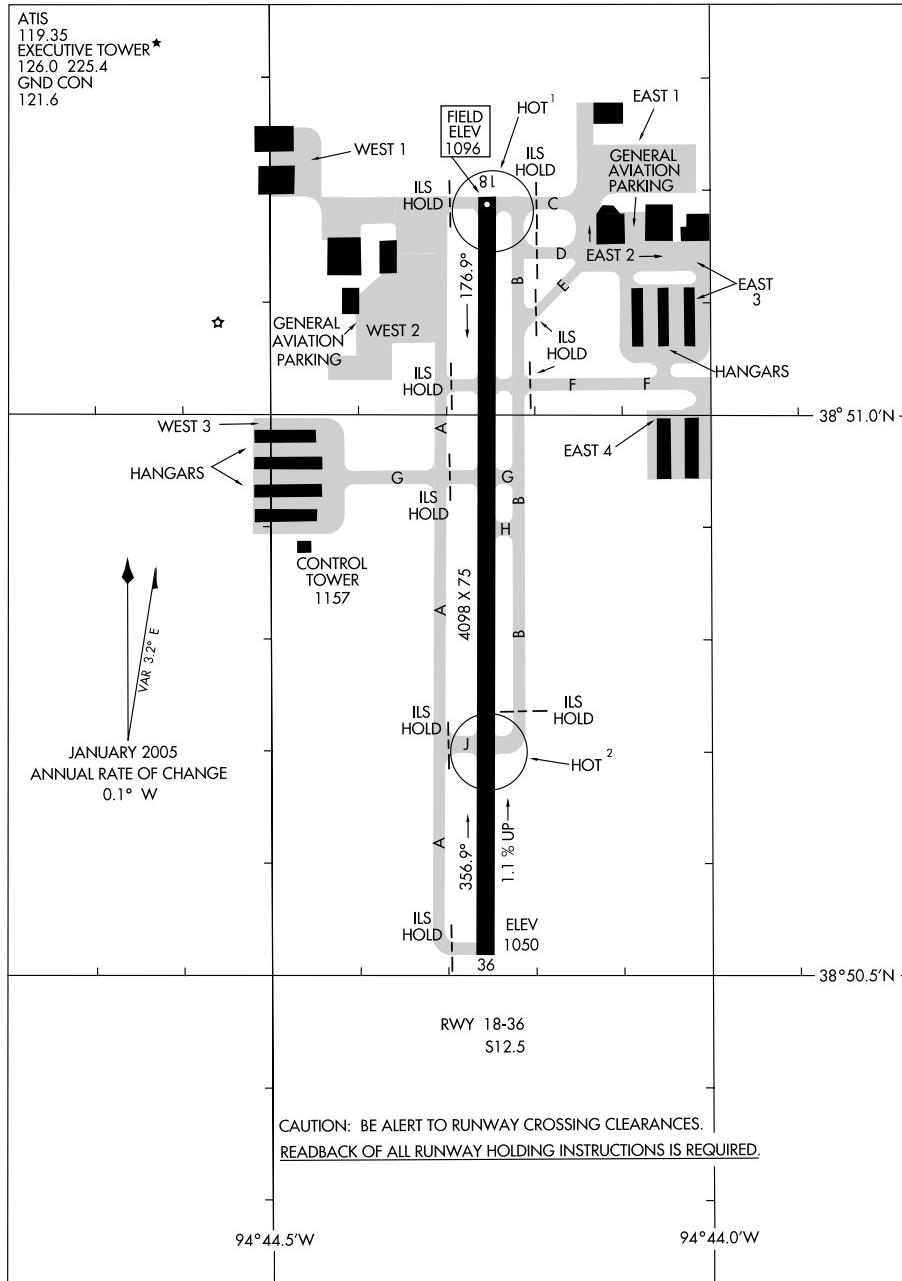
OFFUTT AFB (KOFF)

OMAHA, NEBRASKA



09351

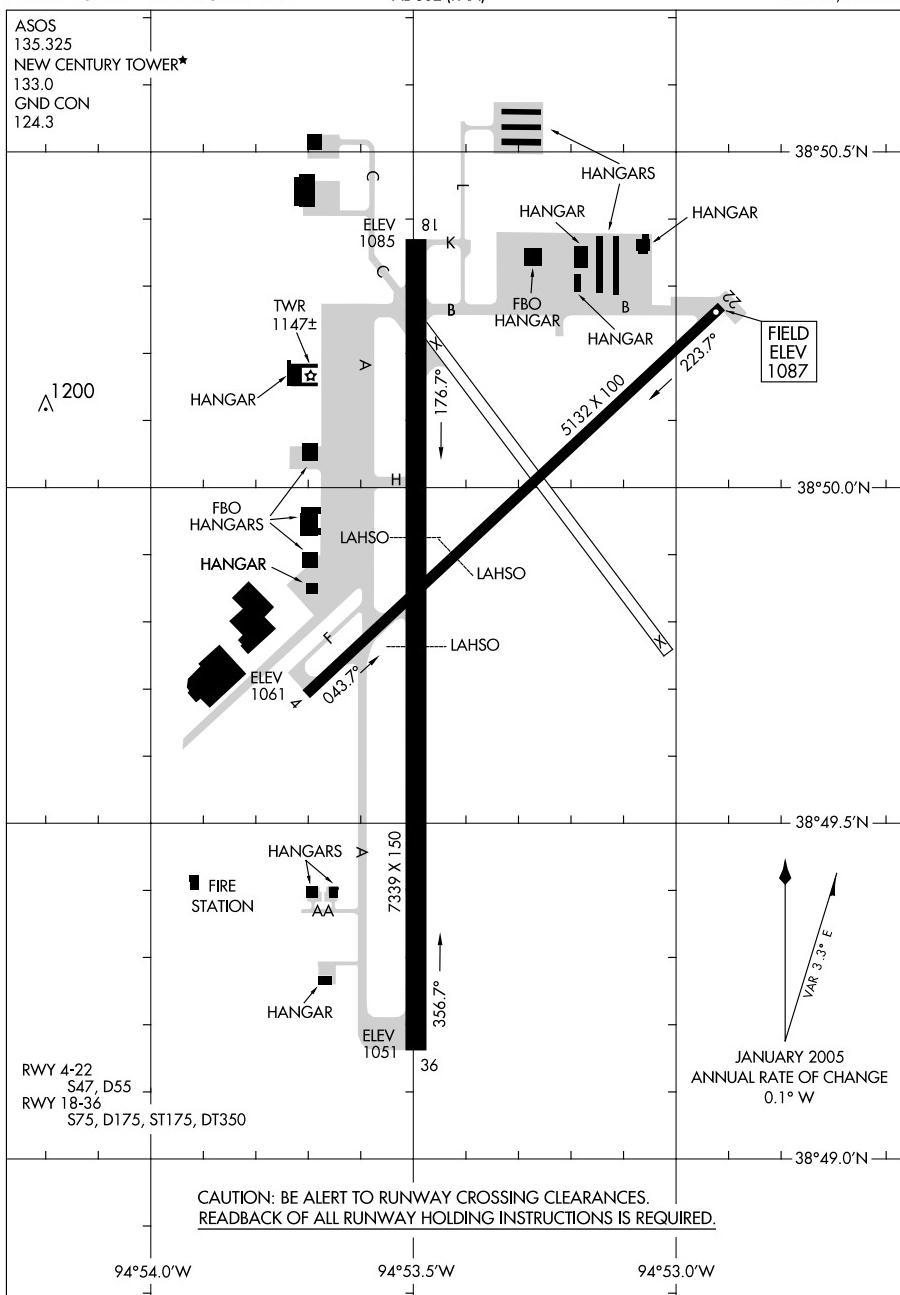
AIRPORT DIAGRAM

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)
AL-5687 (FAA) OLATHE, KANSASAIRPORT DIAGRAM
09351OLATHE, KANSAS
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

09239

AIRPORT DIAGRAM

AL-302 (FAA)

OLATHE/NEW CENTURY AIRCENTER (IXD)
OLATHE, KANSAS

AIRPORT DIAGRAM

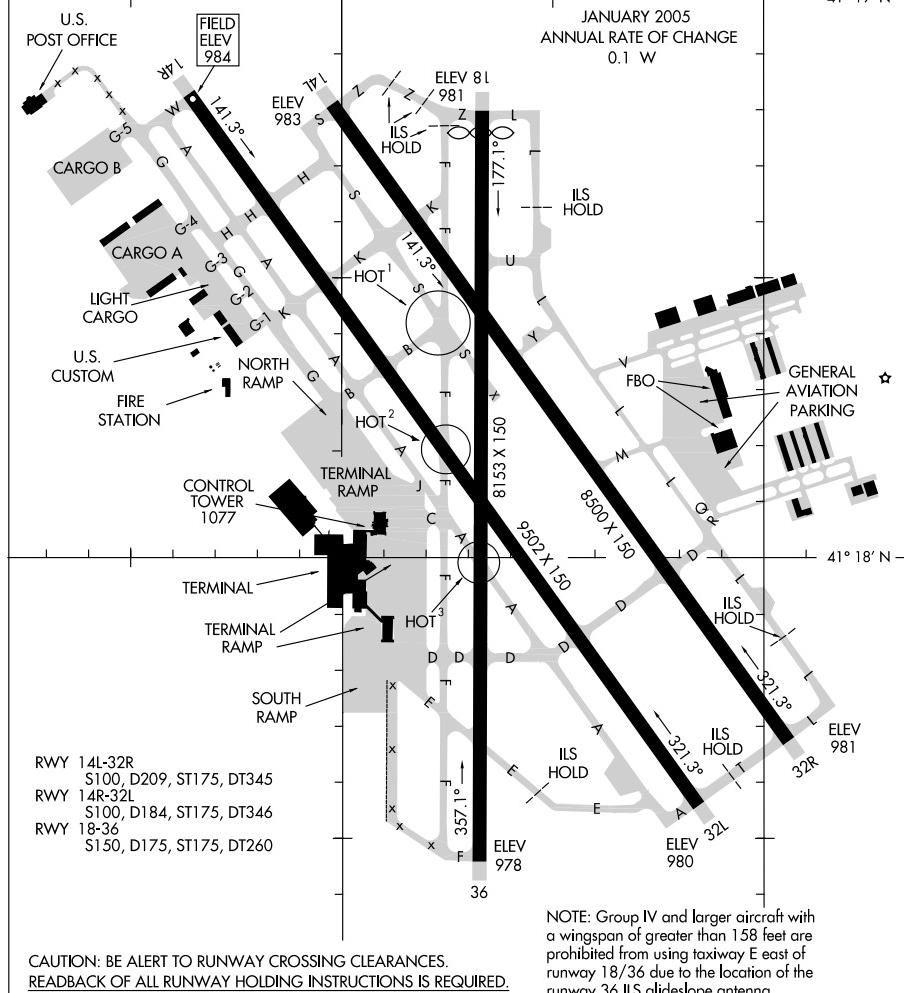
09239

OLATHE, KANSAS
OLATHE/NEW CENTURY AIRCENTER (IXD)

09351

AIRPORT DIAGRAM

ATIS
120.4
OMAHA TOWER
132.1 256.9
GND CON
121.9
CLNC DEL
119.9

D

AIRPORT DIAGRAM

09351

OMAHA/EPPLEY AIRFIELD (OMA)

OMAHA, NEBRASKA

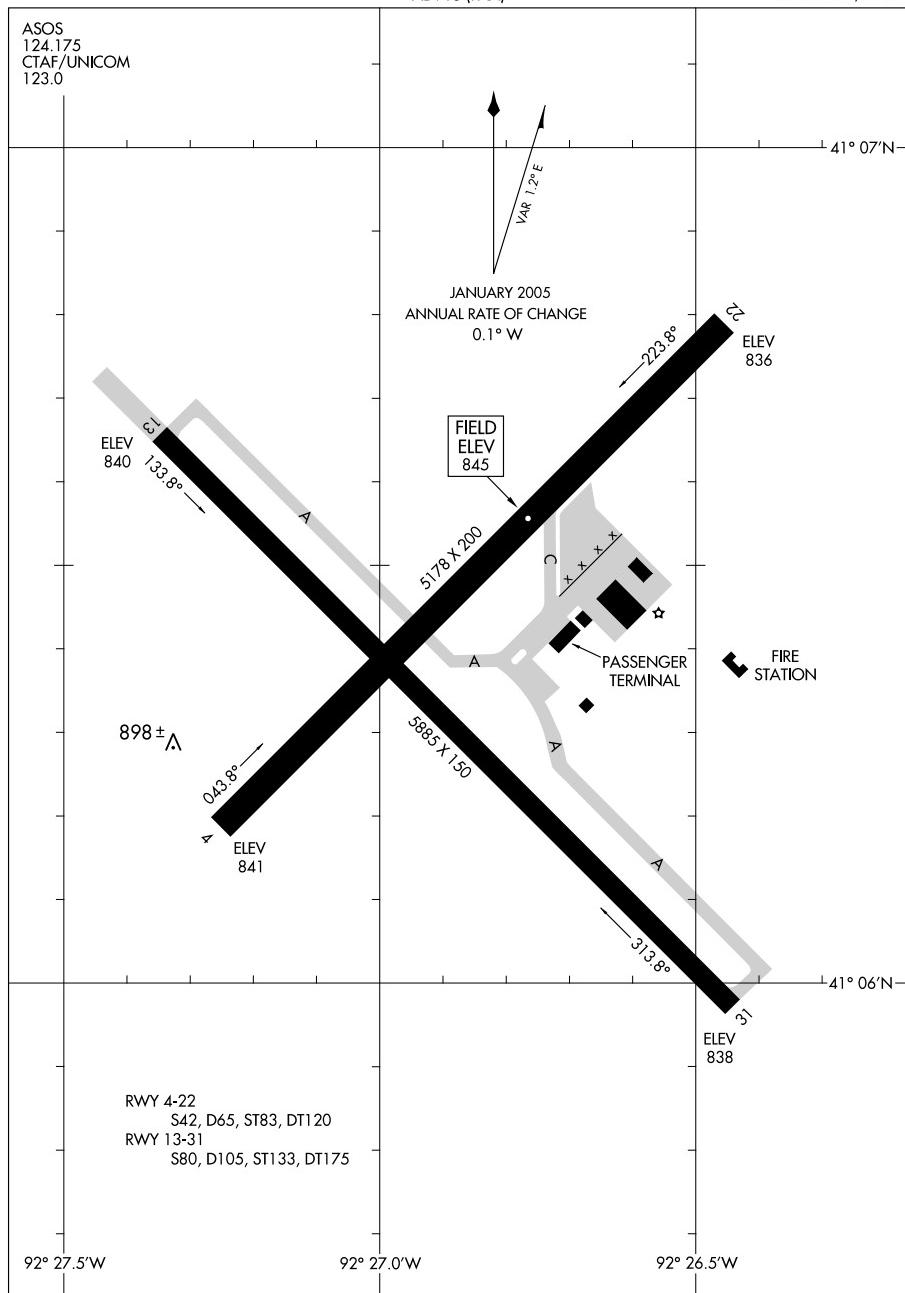
OMAHA, NEBRASKA

OMAHA/EPPLEY AIRFIELD (OMA)

09071

AIRPORT DIAGRAM

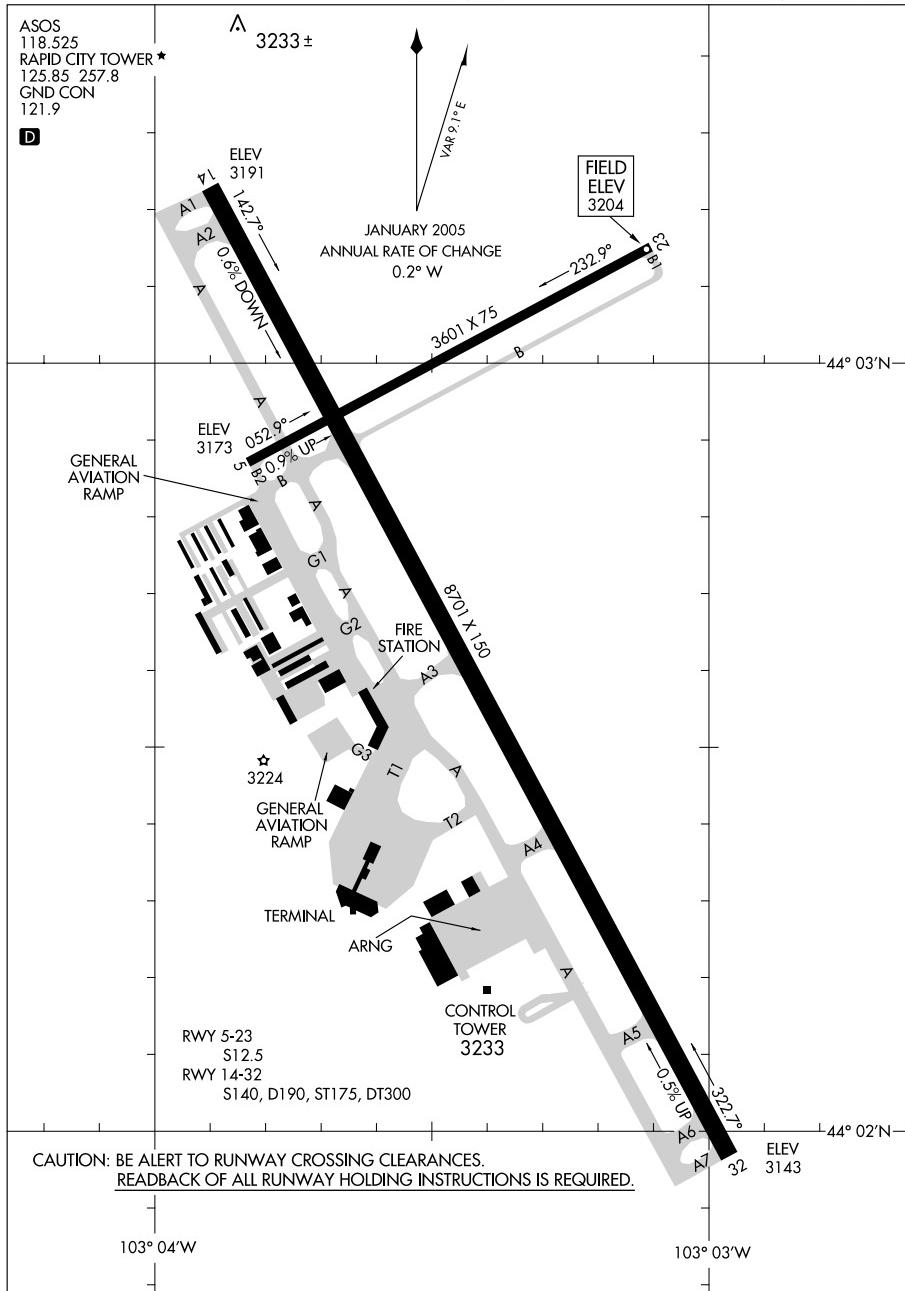
AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWAAIRPORT DIAGRAM
09071OTTUMWA, IOWA
OTTUMWA RGNL (OTM)

09295

AIRPORT DIAGRAM

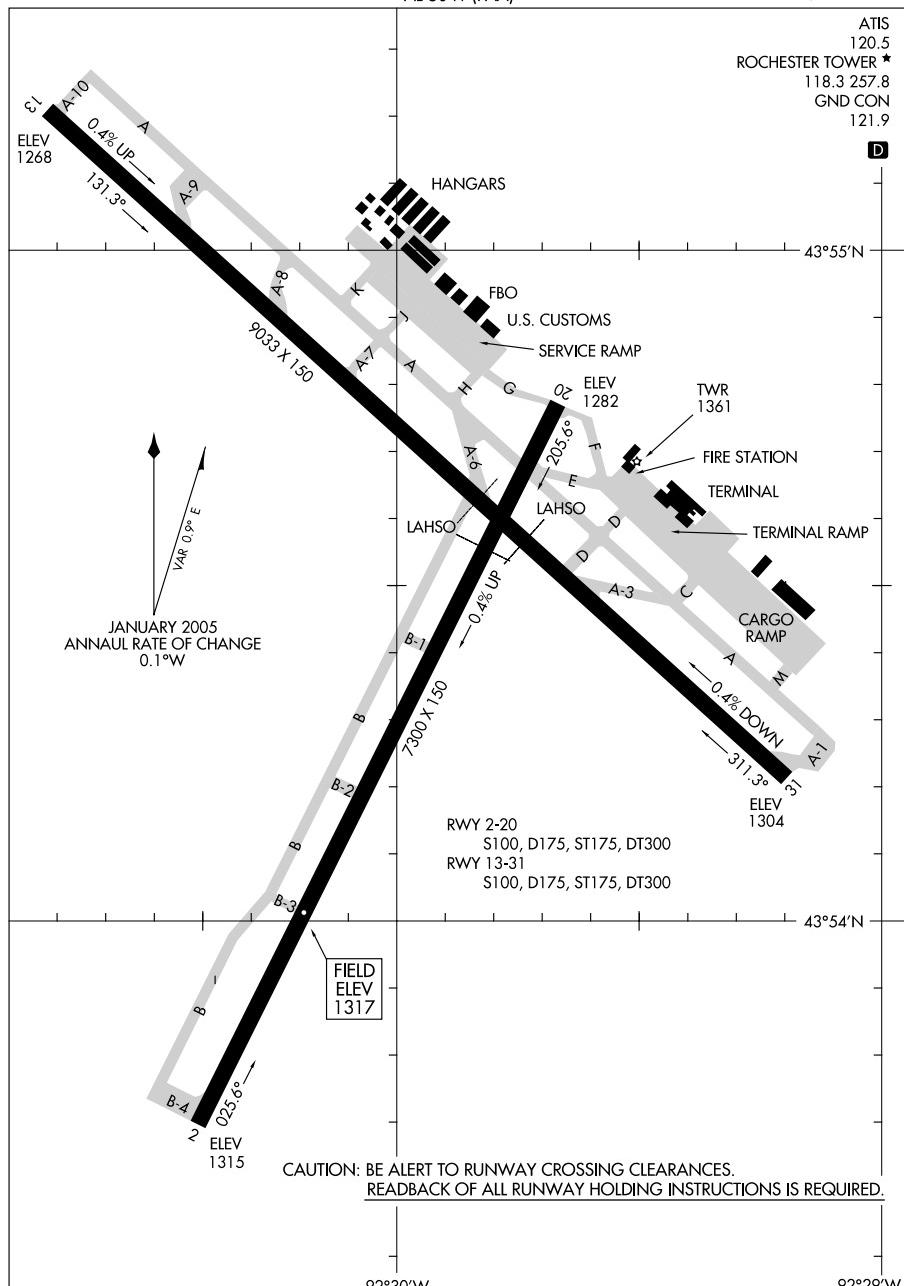
AL-877 (FAA)

RAPID CITY RGNL (RAP)
RAPID CITY, SOUTH DAKOTAAIRPORT DIAGRAM
09295RAPID CITY, SOUTH DAKOTA
RAPID CITY RGNL (RAP)

09295

AIRPORT DIAGRAM

AL-5041 (FAA)

ROCHESTER INTL (RST)
ROCHESTER, MINNESOTA

AIRPORT DIAGRAM

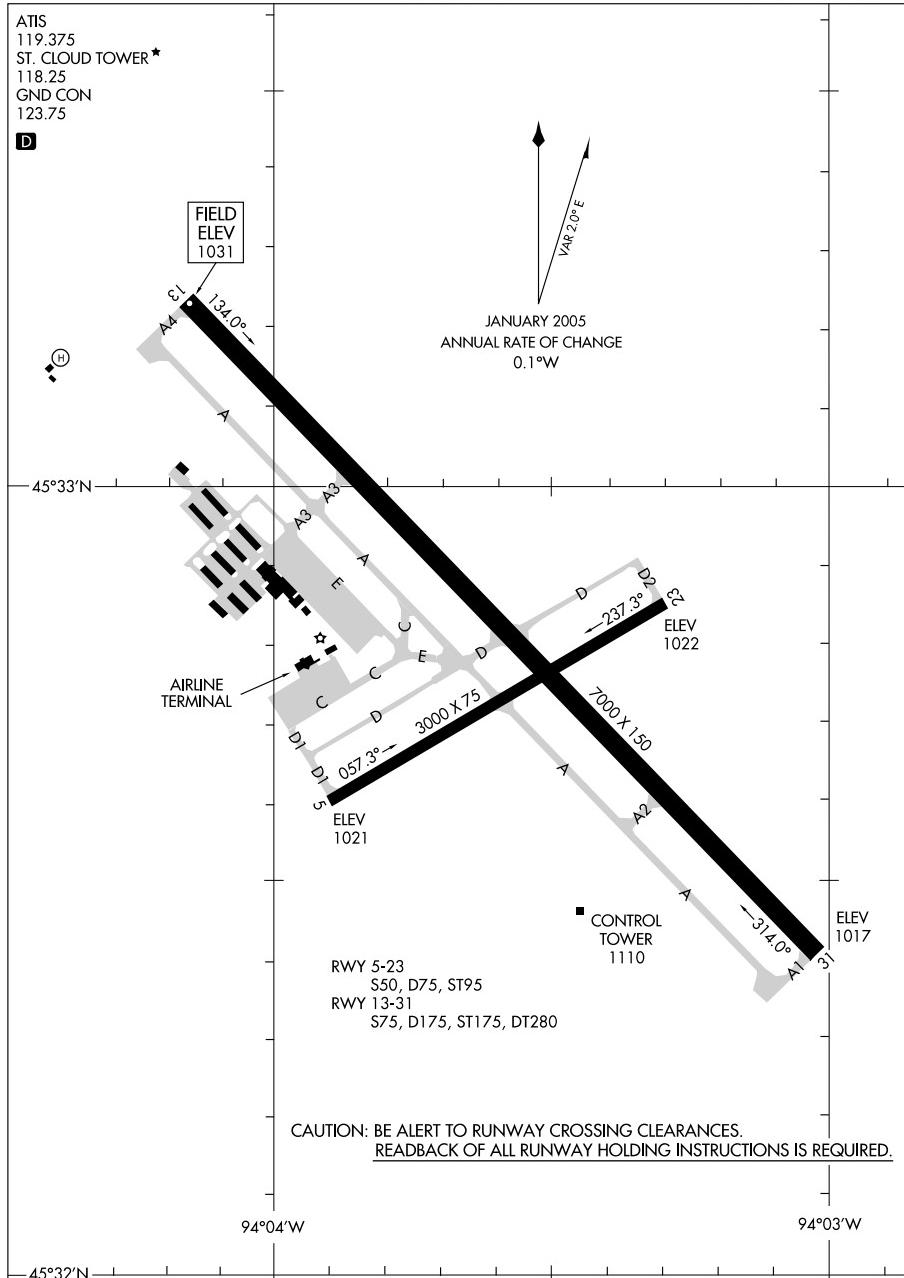
09295

ROCHESTER, MINNESOTA
ROCHESTER INTL (RST)

09295

AIRPORT DIAGRAM

AI-5799 (FAA)

ST. CLOUD RGNL (STC)
ST. CLOUD, MINNESOTA

AIRPORT DIAGRAM

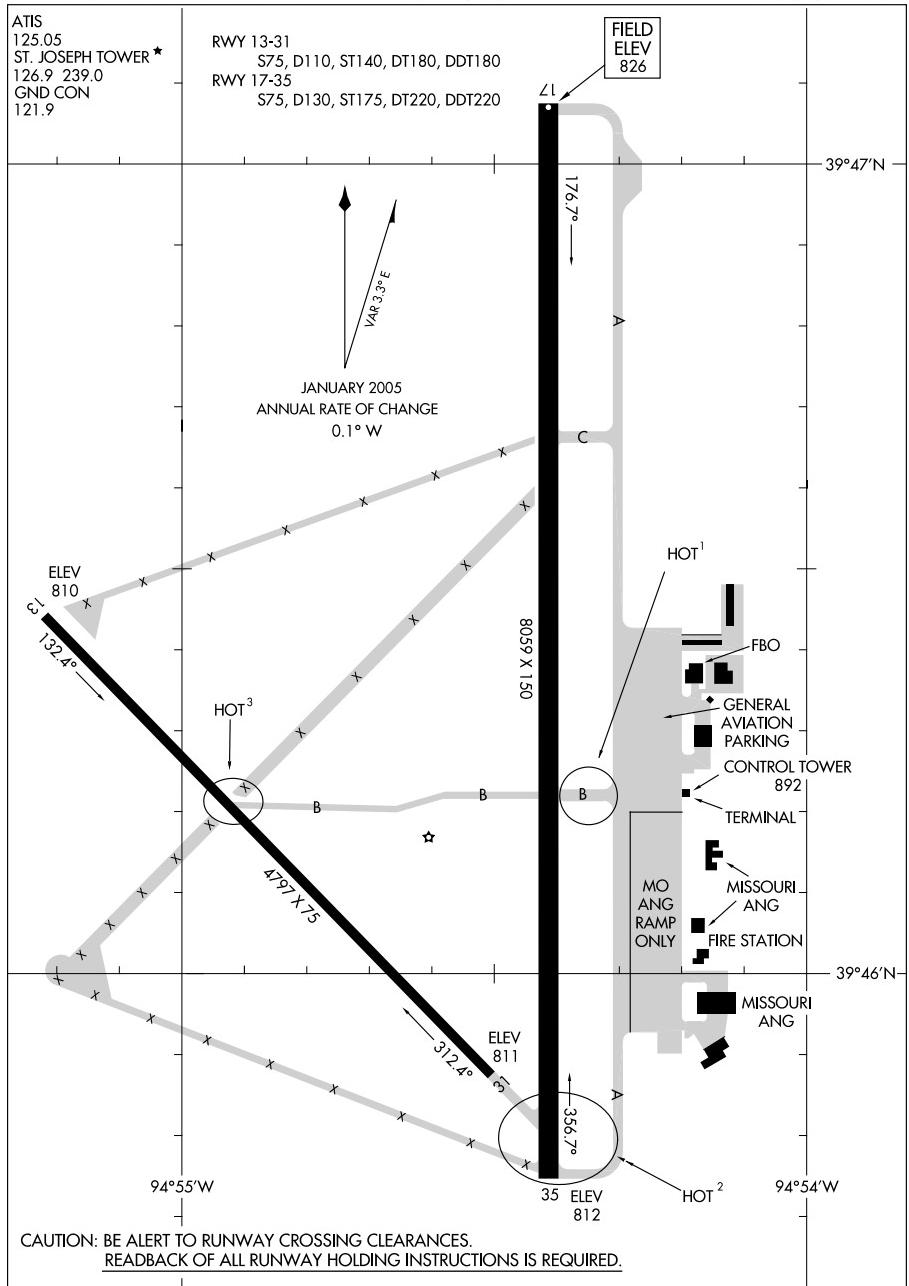
09295

ST. CLOUD, MINNESOTA
ST. CLOUD RGNL (STC)

09351

AIRPORT DIAGRAM

AL-359 (FAA)

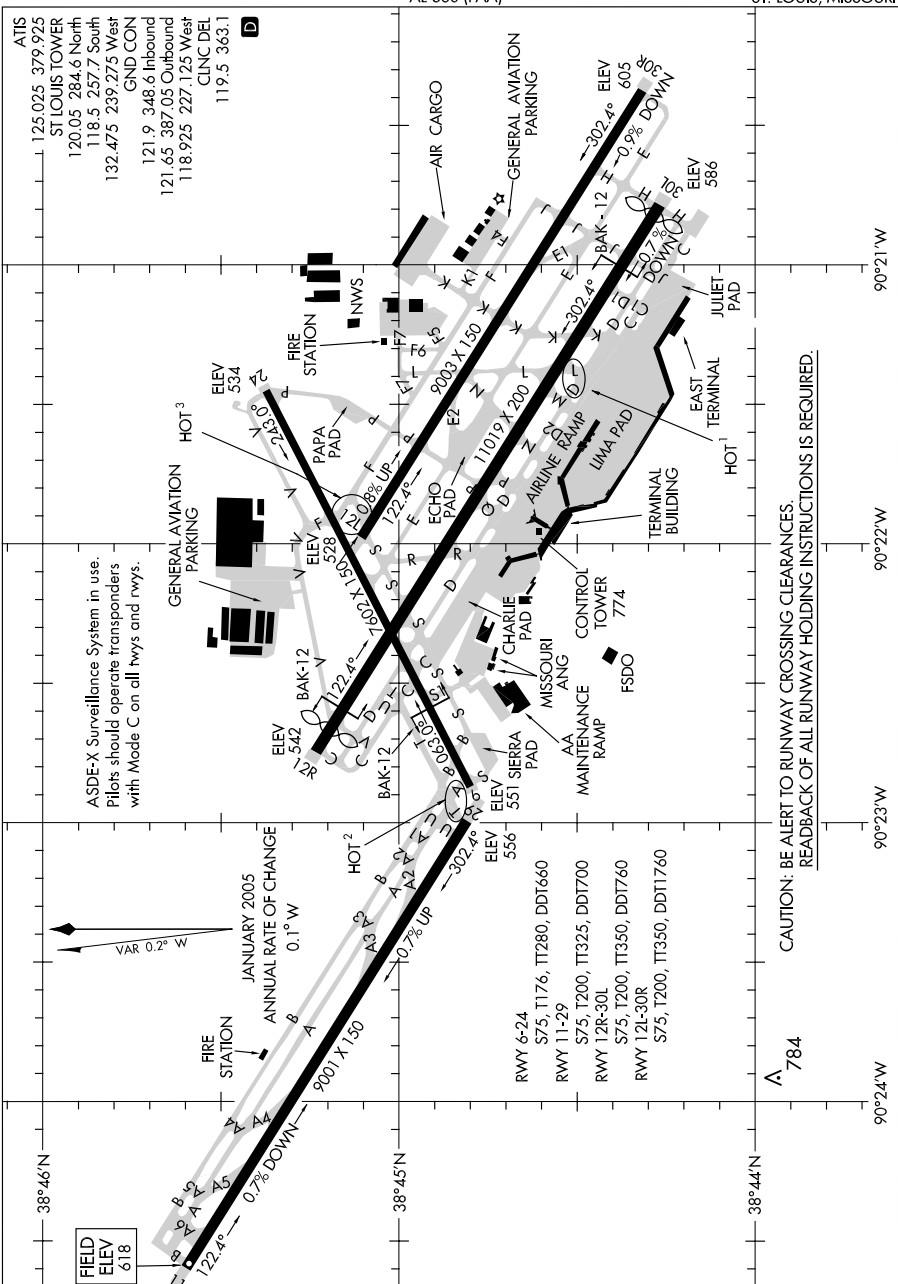
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURIST. JOSEPH, MISSOURI
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

09351
AIRPORT DIAGRAM

09351

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI



AIRPORT DIAGRAM

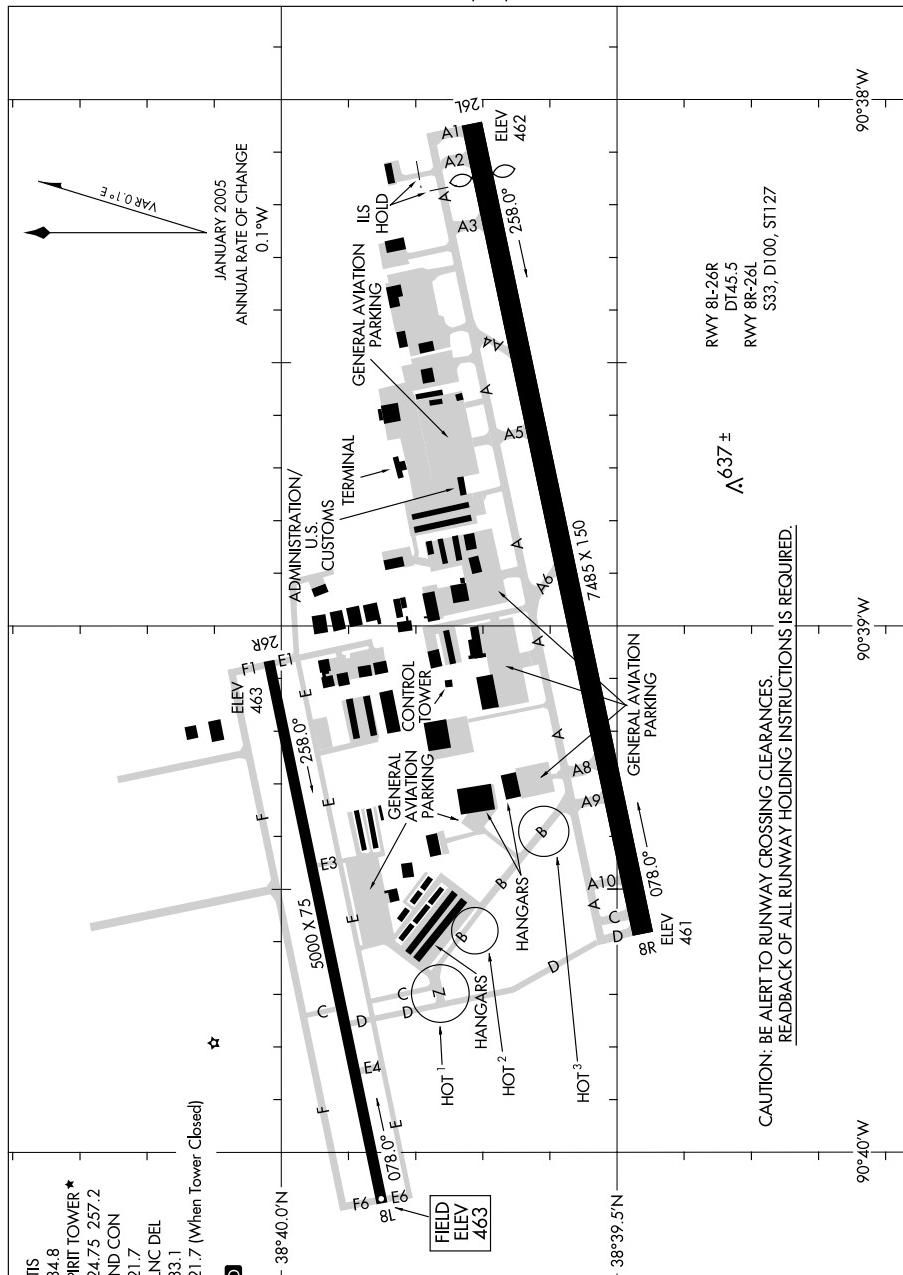
ST. LOUIS, MISSOURI

09295

AIRPORT DIAGRAM

AL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI



AIRPORT DIAGRAM

09295

ST. LOUIS, MISSOURI
ST. LOUIS / SPIRIT OF ST. LOUIS (SLS)

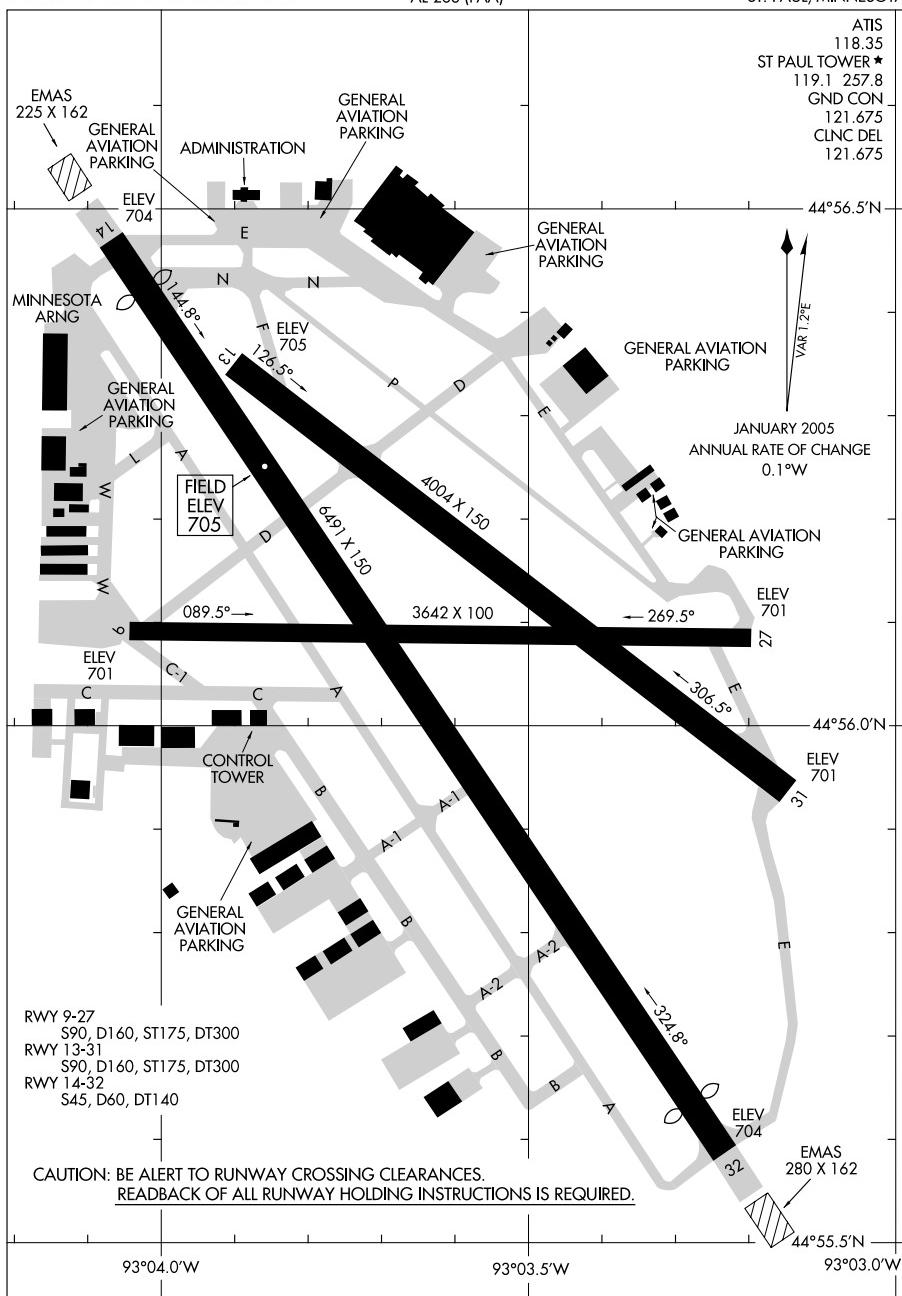
09295

AIRPORT DIAGRAM

AL-263 (FAA)

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

ST. PAUL, MINNESOTA



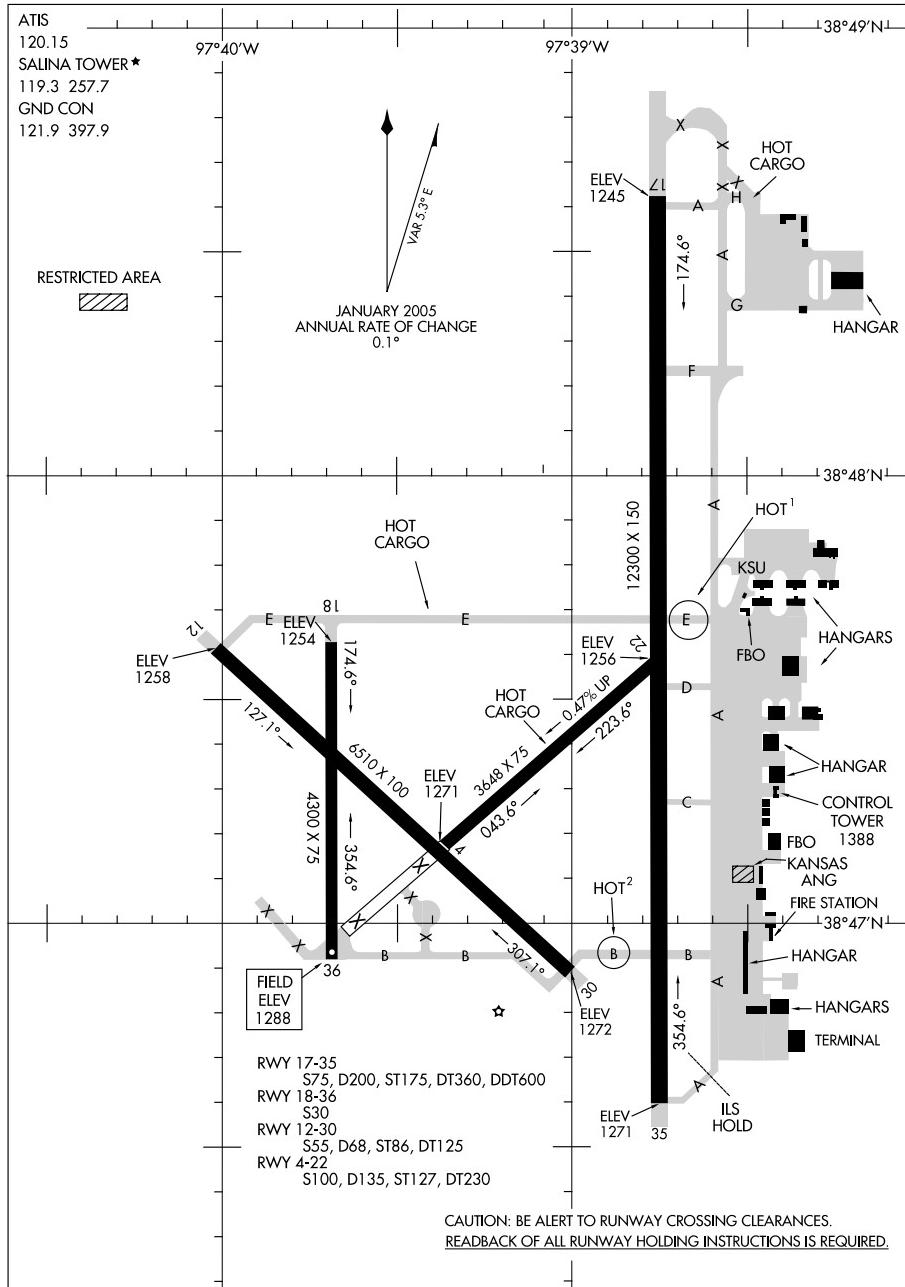
AIRPORT DIAGRAM
09295

ST. PAUL, MINNESOTA
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

09239

AIRPORT DIAGRAM

AL-362 (FAA)

SALINA MUNI (SLN)
SALINA, KANSAS

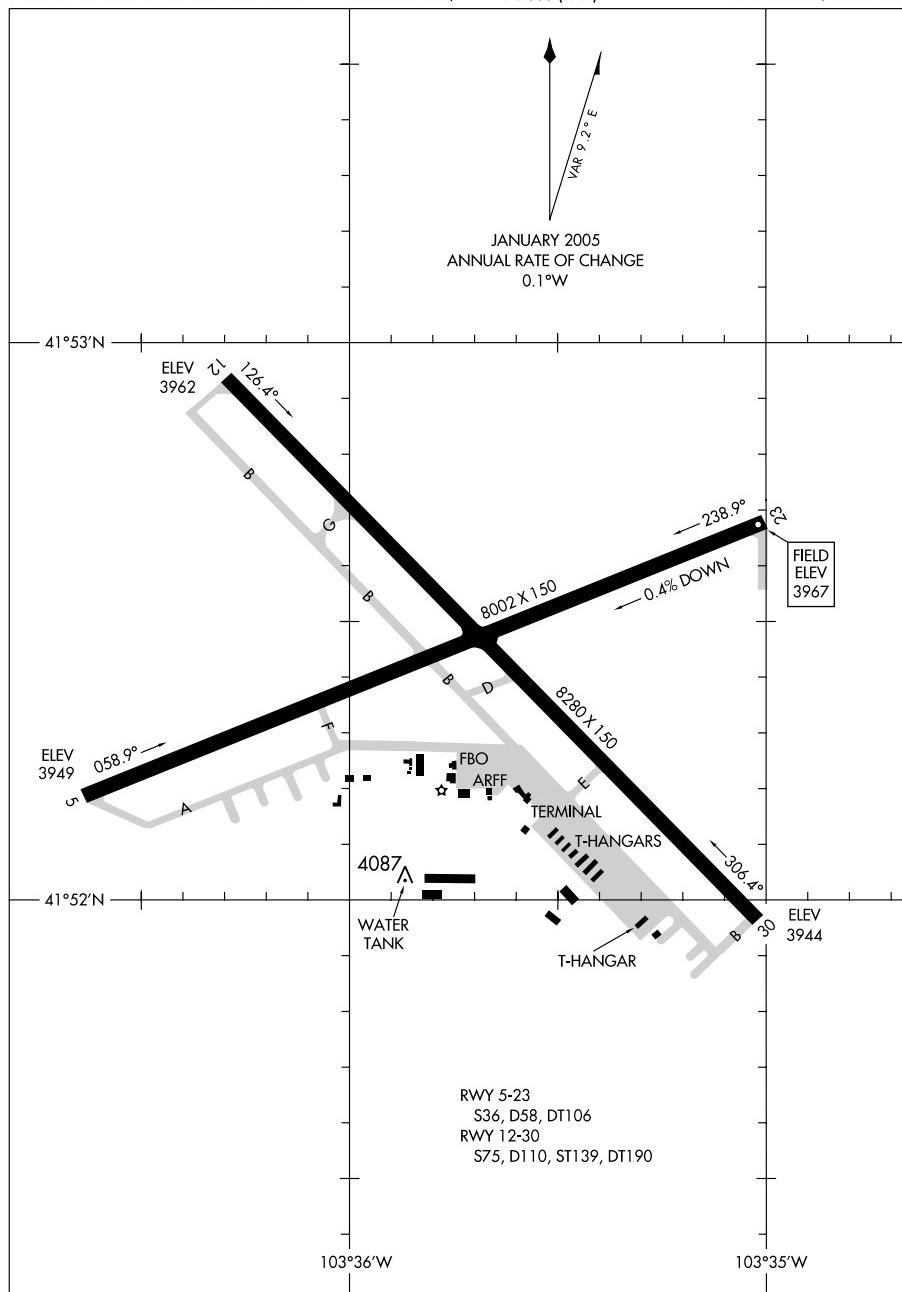
AIRPORT DIAGRAM

09239

SALINA, KANSAS
SALINA MUNI (SLN)

07298

AIRPORT DIAGRAM

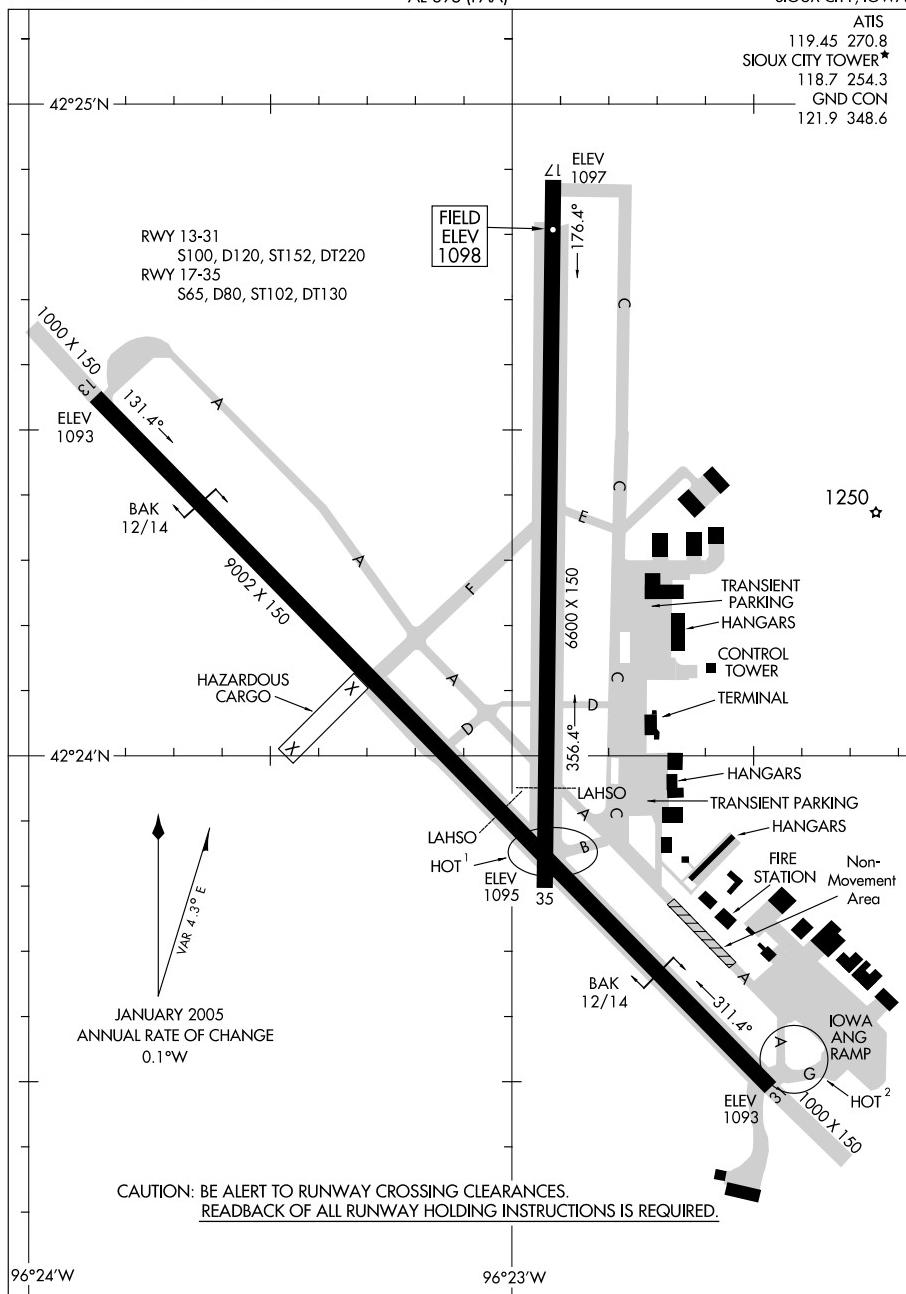
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)
SCOTTSBLUFF/ AL-383 (FAA) SCOTTSBLUFF, NEBRASKAAIRPORT DIAGRAM
07298SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

09239

AIRPORT DIAGRAM

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AL-395 (FAA)

SIOUX CITY, IOWA

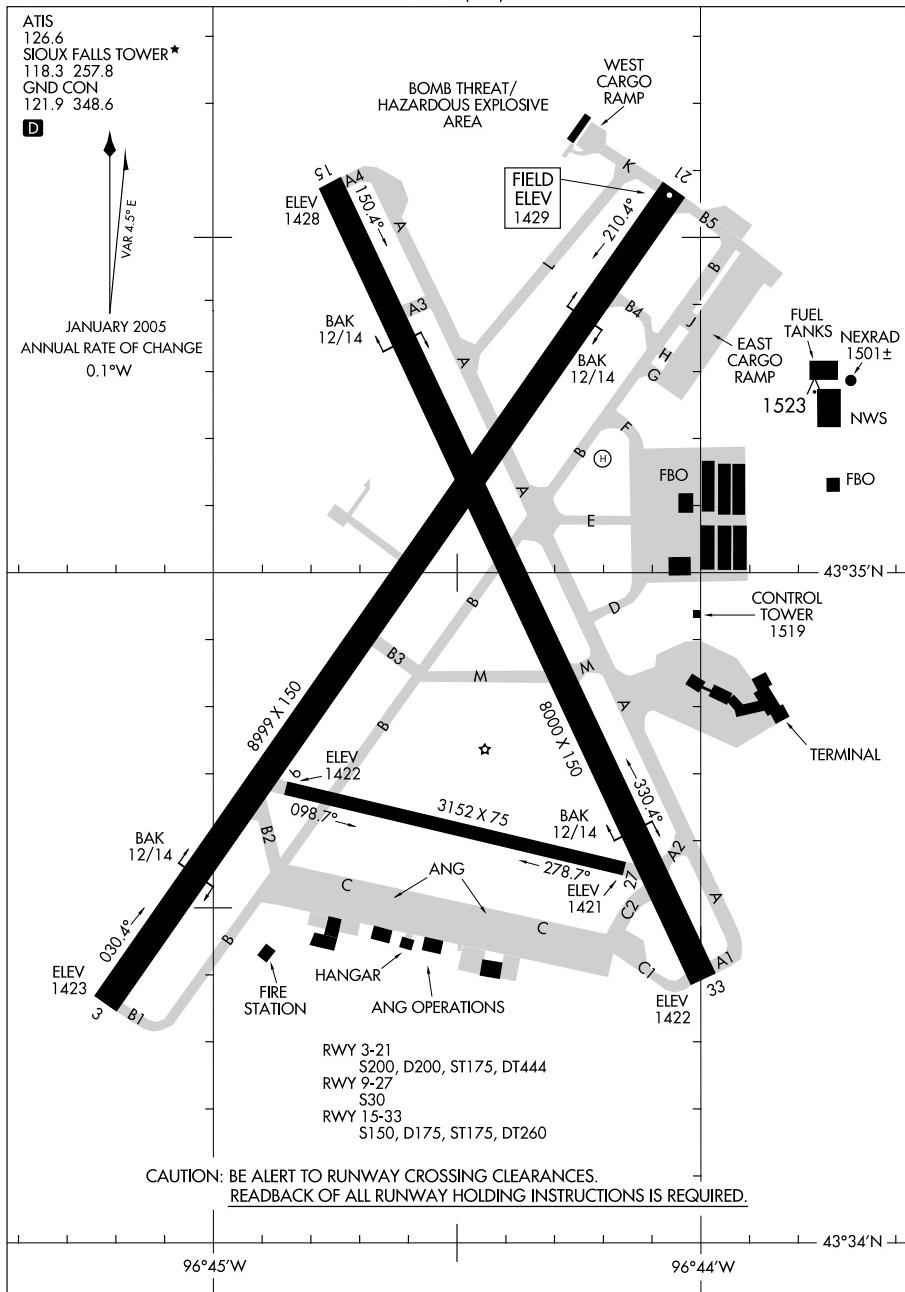
AIRPORT DIAGRAM
09239SIOUX CITY, IOWA
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

09295

AIRPORT DIAGRAM

AL-396 (FAA)

SIOUX FALLS/ JOE FOSS FIELD (FSD)
SIOUX FALLS, SOUTH DAKOTA



AIRPORT DIAGRAM

09295

SIOUX FALLS, SOUTH DAKOTA
SIOUX FALLS/JOE FOSS FIELD (FSD)

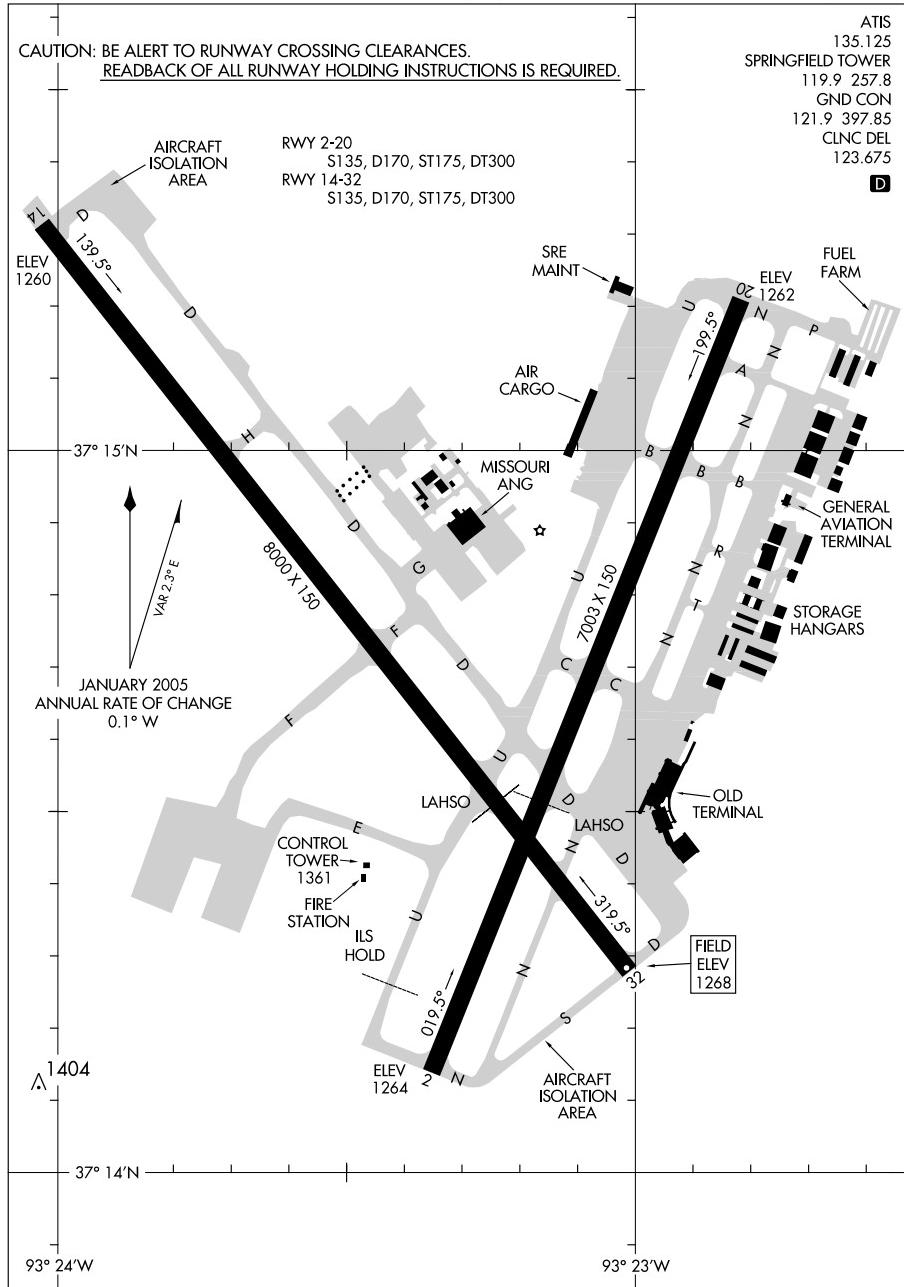
09295

AIRPORT DIAGRAM

AI-604 (FAA)

SPRINGFIELD-BRANSON NATIONAL (SGF)

SPRINGFIELD, MISSOURI



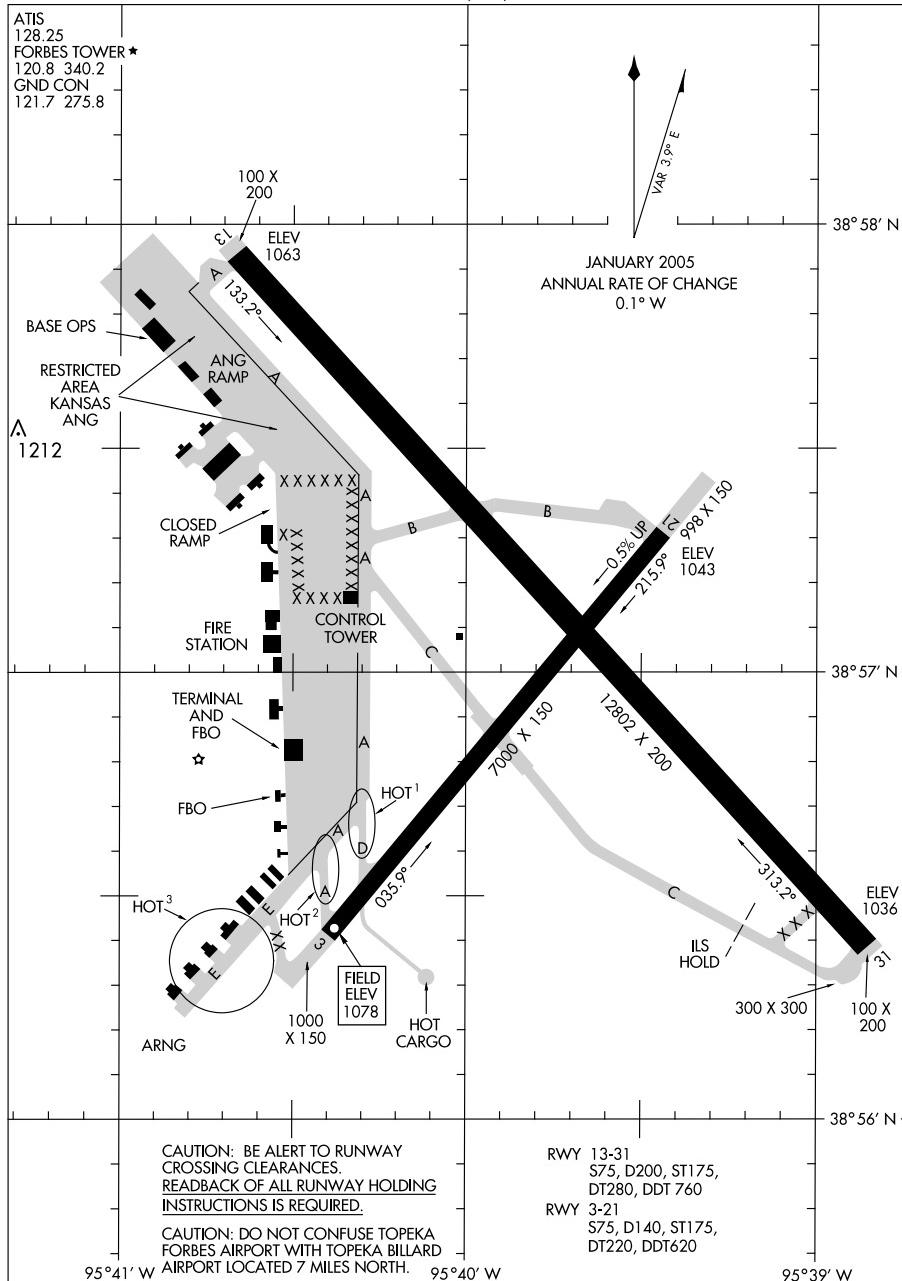
09295
AIRPORT DIAGRAM

SPRINGFIELD, MISSOURI
SPRINGFIELD-BRANSON NATIONAL (SGF)

09351

AIRPORT DIAGRAM

AI-424 (FAA)

TOPEKA/FORBES FIELD (FOE)
TOPEKA, KANSAS

AIRPORT DIAGRAM

09351

TOPEKA, KANSAS
TOPEKA/FORBES FIELD (FOE)

09239

AIRPORT DIAGRAM

AL-620 (FAA)

TOPEKA/PHILIP BILLARD MUNI (TOP)
TOPEKA, KANSAS

ASOS
121.275
TOPEKA TOWER★
118.7 257.8
GND CON
121.9
CLNC DEL
121.9

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1 WEST

ASOS
 121.275
 TOPEKA TOWER*
 118.7 257.8
 GND CON
 121.9
 CLNC DEL
 121.9

NWS

ELEV 879

130.5°

HANGARS

STONE HANGAR

TERMINAL

HOT

FIELD ELEV 881

8L ELEV 879

4331 X 75

3002 X 100

225.3° ELEV 879

310.5° ELEV 875

357.8° ELEV 880

045.3° ELEV 878

C

C

C

■ CONTROL TOWER 963

RWY 4-22 S29

RWY 13-31 S50, D72, ST140, DT110

RWY 18-36 S60, D80, ST101, DT96

JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.1° WEST

39°04.5'N

39°04'N

39°03.5'N

CAUTION: DO NOT CONFUSE TOPEKA BILLARD AIRPORT WITH TOPEKA FORBES AIRPORT LOCATED 7 MILES SOUTH.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

95°37.5'W

95°37'W

AIRPORT DIAGRAM

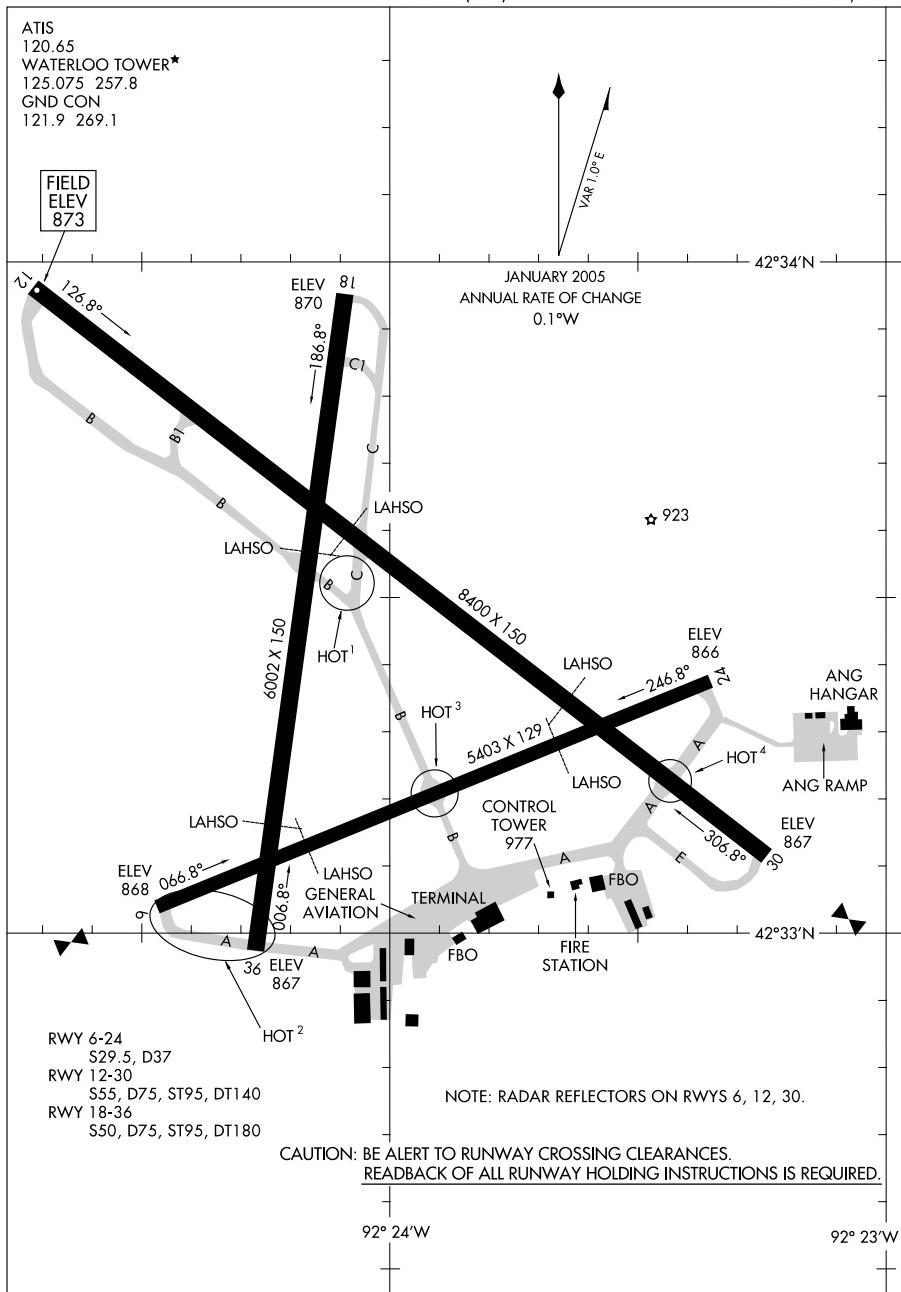
09239

TOPEKA, KANSAS
TOPEKA/PHILIP BILLARD MUNI (TOP)

09295

AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)
WATERLOO, IOWA

AIRPORT DIAGRAM

09295

WATERLOO, IOWA
WATERLOO RGNL (ALO)

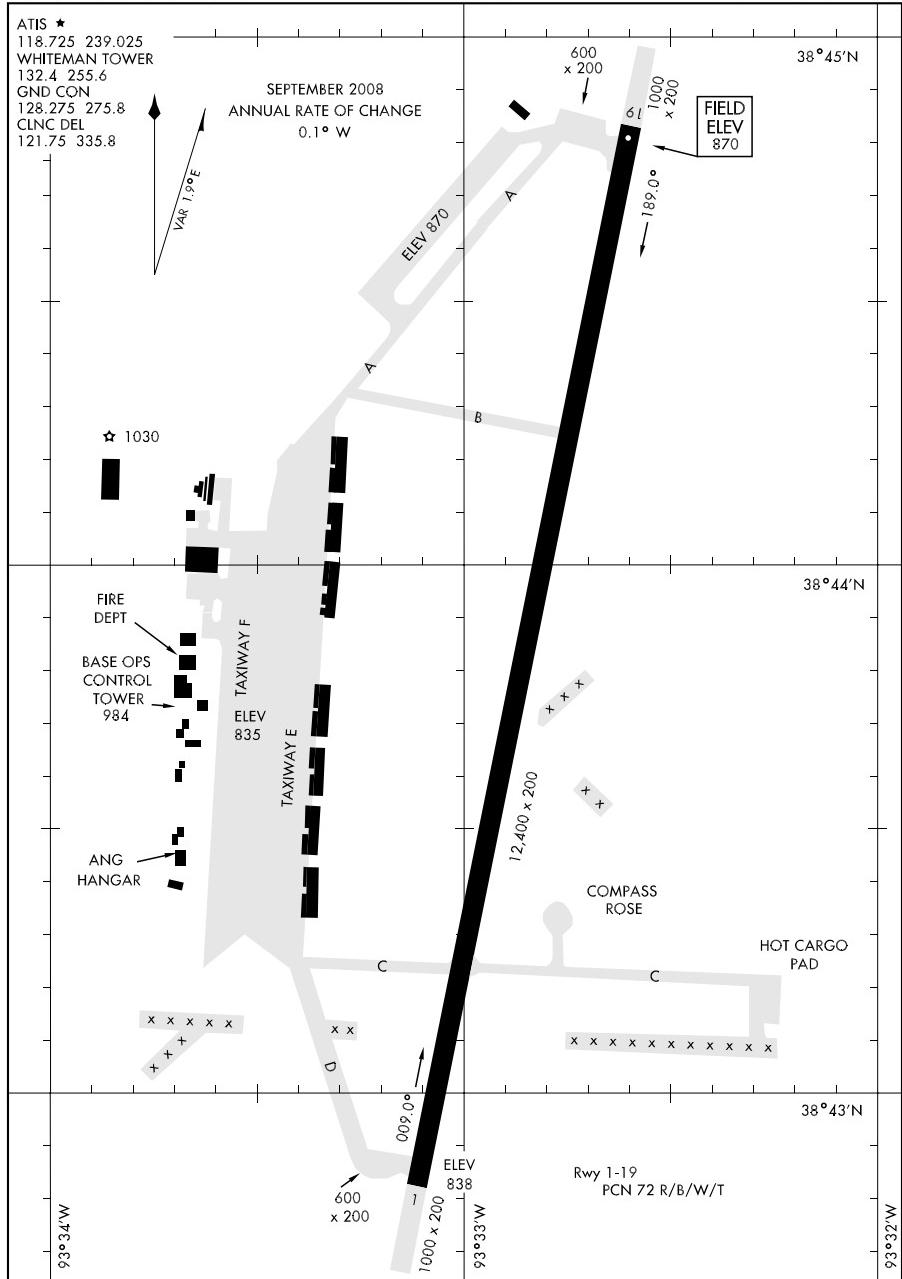
08325

AIRPORT DIAGRAM

AFD-496 [USAF]

WHITEMAN AFB (KSZL)

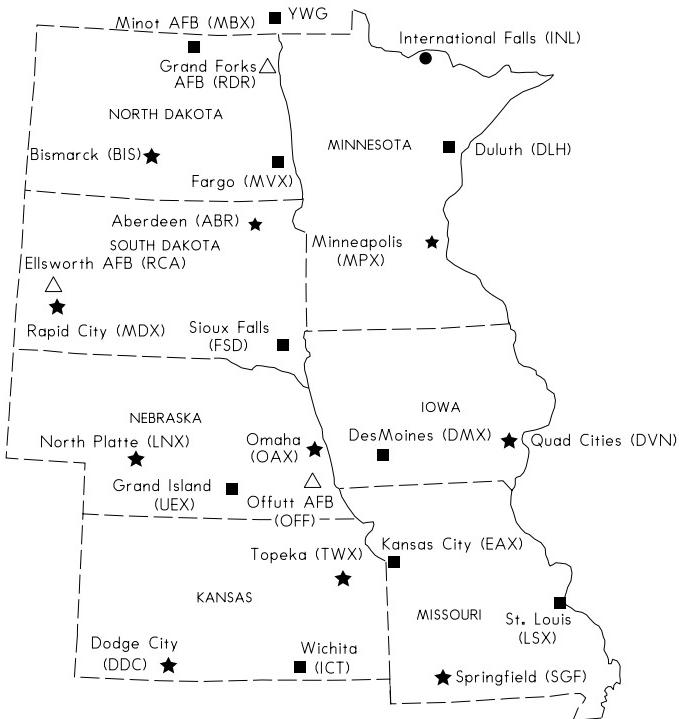
KNOB NOSTER, MISSOURI



AIRPORT DIAGRAM

KNOB NOSTER, MISSOURI
WHITEMAN AFB (KSZL)

NATIONAL WEATHER SERVICE (NWS)
 UPPER AIR OBSERVING STATIONS (UAOS)
 AND
 WEATHER RADAR NETWORK



LEGEND

- △ AVIATION WEATHER SERVICE (MILITARY)
- ▲ AIR TRAFFIC CONTROL RADAR
- ★ UPPER AIR OBSERVING STATION/RADAR
- RADAR ONLY
- UAOS-BALLOON RELEASES AROUND 1100 UTC AND 2300 UTC DAILY
- OTHER NWS UPPER AIR STATIONS-BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2300 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.